"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

COPYRIGHTED, 1898, BY THE NEW YORK TIMES COMPANY.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

VOL. XLVII...NO. 15,132. NEW YORK, MONDAY, JULY 11, 1898.—TEN PAGES. PRICE THREE CENTS.

THE WEATHER.

Fair; northerly winds, becoming variable.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 91c; cash corn, No. 2 mixed, 37⅝c; cash cotton, 6 3-16c.

Page 2.

The clothes of a woman and child remained unclaimed at a bathing house at Coney Island yesterday, and it is believed that the woman drowned the child and committed suicide.

A requiem mass for the victims of the Bourgogne disaster was held in the rooms of the Russian Orthodox Church, at 323 Second Avenue, yesterday. Some of the officers and sailors of the Bretagne were present.

State Senators Stranahan and Krum visited Senator Platt at Manhattan Beach and presented what purported to be the ultimatum of Gov. Black as to the proposed bill to be presented at the extra session in relation to the control of elections.

Page 3.

Victor F. Maidhof of New York, ex-Consul to Annaburg, died on the Manook trail, bound for the Klondike.

The recruits who have volunteered to fill the ranks of the Seventy-first Regiment were all ready to be mustered in. It is expected that they will start for Tampa to-morrow or Wednesday.

Page 5.

The administration and the anti-administration men of Typographical Union No. 6 held separate caucuses and nominated officers.

The Central Labor Union held a long executive session, about which much secrecy was observed. It was learned that the principal business pertained to the consumption of a keg of beer. The troubles of the housesmiths was a subject of serious consideration among some of the delegates.

Page 7.

Kinsley Magoun's death was due to an accident. He was thrown from his trap while returning home from a polo game.

The new Congregational Church of the Living Hope, in East One Hundred and Thirty-fifth Street, was formally opened yesterday.

Andrew Mason was found dead in a deserted neighborhood near Florida, Orange County. His house was shattered by dynamite. It is believed the crime was committed to conceal a robbery.

As the result of a quarrel and free fight at a party in a tenement house at 516 East Sixteenth Street last night, Patrick Powers was dangerously and five other persons were more or less seriously wounded.

Louis H. Hesse, a motorman on a car running between Flushing and Newtown, yesterday found a baby wrapped in a bundle that had been abandoned in Shady Lane, near Newtown, presumably by a couple who alighted there from Hesse's car. The infant was sent to Bellevue Hospital. A baby was brought to Bellevue Hospital

Page 10.

Churches of all denominations responded to the request of President McKinley and held special thanksgiving services yesterday.

In the German Lutheran churches in Brooklyn there was a hearty response to the President's proclamation, and sermons strongly supporting the war were preached.

The religious meetings at Ocean Grove, N. J., yesterday were devoted to the cause of home missions. The eighteenth anniversary of the Woman's Home Missionary Society was observed.

A book written by a French priest and bearing the apparent approval of the Vatican, which attacks the honesty of Father Hecker, founder of the Paulists, has caused much commotion in Catholic circles.

Arrivals at Hotels and Out-of-Town Buyers.—Page 2.
Marine Intelligence and Foreign Mails.—Page 3.
Court Calendars.—Page 8.
Markets.—Page 8
Losses by Fire.—Page 2.
Yesterday's Fires.—Page 2.

CARS CRASH IN WASHINGTON.

One Man Killed and Many Persons Seriously Injured by a Runaway Car.

WASHINGTON, July 10.—An electric car on the Congress Heights Road filled with passengers crashed into a horse car of the Anacostia Line to-night. One unknown man was killed and between twenty-five and thirty persons injured, several of them fatally.

Both cars were demolished and the horses of the Anacostia car killed. The accident occurred opposite St. Elizabeth's Government Asylum for the Insane. A steep hill runs from the asylum into Anacostia, and the brake chain broke as the car started to make the descent.

The motorman jumped without reversing his motor, and when the car reached the bottom of the hill it had gained a speed of 70 miles an hour.

The horse car was standing on the turn table at the end of the line, and the driver jumped just in time to save his life.

Many of the passengers were injured by jumping from the car during its flight down the hill. Among those seriously hurt is George Rosenberger of Baltimore.

Fell Into a Vat of Boiling Water.

NEWARK, N. J., July 10.—Charles Sofield, thirty-five years old, of Perth Amboy, was at work in the Guggenheimer Smelting Works early this morning, when in avoiding some molten copper he fell into a vat of boiling water. He was scalded from head to foot. He was taken to St. Michael's Hospital, but died an hour after his arrival. County Physician Washington expressed surprise that a man so badly scalded had lived to be transported so far.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

An area of high pressure covers the lake regions and the Ohio and Upper Mississippi Valleys. The pressure is generally low in the Rocky Mountain districts, with a depression central to the north of Montana.

A storm centre is developing in Southern Georgia and Alabama, which will probably cause heavy showers in the South Atlantic States, with brisk northeasterly winds on the Carolina Coast.

The barometer has risen in New England, the Atlantic States, and the lake regions, and fallen on the Northern Rocky Mountain plateau. The temperature is lower in the Atlantic States and the Ohio Valley. Showers have occurred in the South Atlantic and East Gulf States, and occasionally on the Rocky Mountain plateau.

The weather will continue fair and cool to-day in New England, the North Atlantic States, and the lake regions, and fair in the Mississippi and Missouri Valleys, with slowly rising temperature. Occasional showers may occur in the West Gulf States.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		Times.
	1897.	1898.	1898.
3 A. M.	70	66	68
6 A. M.	70	68	70
9 A. M.	79	67	71
12 M.	88	71	76
3 P. M.	81	75	76
6 P. M.	77	71	75
9 P. M.	74	67	71
12 P. M.	74	74	68

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	71⅝
Weather Bureau	69
Corresponding date 1897	80
Corresponding date for last 20 years	73

The maximum temperature yesterday was 76 degrees at 4 P. M.; the minimum was 63 degrees at 6 A. M. The humidity at 8 A. M. was .54, and at 8 P. M., .47.

Dining Cars a la Carte.
On the Chicago vestibule limited train, Lehigh Valley R. R., leaving foot of Cortlandt, Desbrosses, and West Twenty-third Sts. daily at 7 [illegible]

SANTIAGO UNDER BOMBARDMENT

Gen. Shafter Opened Fire at 4 P. M. Yesterday.

ENGAGEMENT NOT ENDED

Army and Navy United in the Assault on Santiago.

CITY SURE TO FALL

Little Musketry Firing So Far—The Enemy Kept Within Entrenchments—Three of Our Men Slightly Wounded.

WASHINGTON, July 10.—"The bombardment of Santiago has begun." That was the verbal information obtained this evening shortly before 9 o'clock at the War Department.

Almost immediately the following dispatch from Gen. Shafter was bulletined:

"Siboney, Cuba,
"via Haiti, 5:55 P. M., July 10.

"Headquarters Fifth Army Corps: I have just received a letter from Gen. Toral declining unconditional surrender.

"Bombardment by army and navy will begin as near 4 P. M. to-day as possible.

"SHAFTER, Major General."

From the foregoing it was assumed in Washington that the bombardment of Santiago had begun, and this proved to be the case, for shortly after midnight this dispatch came from Gen. Shafter:

Playa del Este, July 10.

Adjutant General, Washington:

HEADQUARTERS FIFTH CORPS, July 10.—Enemy opened fire a few minutes past 4 with light guns, which were soon silenced by ours.

Very little musketry fire, and the enemy kept entirely in their intrenchments.

Three men slightly wounded.

Will have considerable forces to-morrow, enough to completely block all the roads on the northwest.

I am quite well.

Gen. Garcia reports that the enemy evacuated a little town called Doscaninos, about three miles from Santiago and near the bay.

SHAFTER.

The fact that the bombardment was scheduled by Shafter to begin so late in the day created some comment, but no explanation of it was offered. In answer to a question bearing upon that point Gen. Corbin said:

"I have not the slightest information as to the reasons Gen. Shafter had for beginning the bombardment at the hour he names, but it was probably because he was ready just at that time. You can speculate about that as well as I can.

"I should say that the firing to-day was but the preliminary to the more serious business of to-morrow."

Attempt to Take the City To-day.

The attempt to take the city probably will be made Monday.

The news of the bombardment came at the close of a busy Sunday in the War Department. Previous to the receipt of this dispatch the Secretary of War heard twice from Gen. Shafter. In the early morning came a telegram saying that he had ridden over the American lines and was gratified at their condition. A second dispatch reported that the lines were impregnable, thus removing any fears of a successful sortie by the Spanish troops should a manoeuvre of this kind be attempted. Both telegrams, which also emphasized the fact that Gen. Shafter's physical condition had greatly improved, were promptly shown to the President and occasioned him considerable gratification.

Information received by the War Department during the few days of truce indicates that Shafter has materially strengthened his position. During the past week he has received reinforcements both of artillery and infantry. Randolph's battery of twenty-four guns, which left Key West last Tuesday at midnight, is now in position before Santiago, and, as one of the War Department officials expressed it: "When those Long Toms of Randolph's begin to talk something will happen in Santiago."

Gen. Shafter has nearly fifty siege guns and a large number of seven-inch mortars, besides lighter artillery, at his disposal. These guns, taken in connection with the work that can be done by the fleet, will, it is believed, carry terror and destruction to Santiago.

Anxiety has been expressed by the War Department officials as to whether Gen. Shafter had a sufficient force to prevent the evacuation of Santiago by the enemy. This anxiety was allayed about 12:30 to-night by the receipt of a dispatch from Gen. Shafter, which contained confirmation of the earlier report of the beginning of the bombardment.

Toral Expected to Surrender.

The belief is held by the best informed officials that Gen. Toral, the Spanish commander, will surrender when he finds it will be impossible for him to evacuate the city.

Gen. Shafter's dispatch to-night shows that he is engaged now in strengthening his position, and to-morrow will follow up his operations with a final assault upon the city.

Gen. Corbin expressed satisfaction with the conditions now existing at Santiago. Shafter's improved health, his personal inspection of the line, the arrival of reinforcements, guns, and ammunition, and the expectation of the early arrival of more men and of Gen. Miles must all have a good effect upon the men who were there and who will be relied upon to do most of the fighting.

Gen. Shafter has sent word of his regret that one part of his lines had been weaker than he desired that it should be in consequence of the desirability of extending it a considerable distance, but with the First District of Columbia troops and the Eighth Ohio, which reached Siboney on the St. Paul and Catania this morning, and other troops to arrive in the morning, Gen. Corbin assumes that any gap that existed yesterday will have been closed, and all parts of the line made secure against Spanish assault. Gen. Randolph with twenty-four 3.2-inch guns arrived this morning, and it is believed that he was able to get some, if not all, of the pieces in position for operation before the bombardment began this afternoon. Gen. Randolph has abundant supplies of ammunition, and can pour a withering fire into the Spanish line and over the city with his batteries, which are considered superb.

Spaniards Cannot Flee.

There is little expectation at the War Department that Toral will attempt to march his army out of Santiago while cannonading is going on. All the reports go to show that his army is in poor condition to move, even with good roads to move upon. The roads from Santiago, whether to the west or to the north, are merely trails, and the task of feeding men on the march would be prodigious. When there is no food supply the difficulty is increased, and it is not considered practicable to move 10,000 to 12,000 troops who cannot be fed.

Word came to-day over the wires that two of the lighters to land the artillery and supplies of the army have just reached Siboney, and it is expected that two more lighters with the necessary tugs will arrive there in the course of a day or two.

TORAL TRIED TO MAKE TERMS.

Spanish General Offered to Give Up Santiago If He Could Capitulate "With Honor."

Copyright, 1898, by The Associated Press.

JURAGUA, July 9.—The surrender of Santiago was formally offered by the Spanish commander, Gen. Toral, to-day, but the conditions attached caused a prompt refusal of the offer by Gen. Shafter. The negotiations, however, resulted in the extension of the armistice until noon Sunday.

Gen. Toral's proposal contemplated the immediate evacuation of the city, but he insisted that his army be permitted to march away under arms and with flying colors, and declared that he would fight to the last ditch unless the conditions were accepted. Gen. Shafter replied that nothing but unconditional surrender would be considered by him, but he consented to cable the Spanish offer to Washington, in the meantime extending the armistice.

It was shortly before noon to-day when a little group of Spanish officers, under a flag of truce, came out from under the yellow wall of the besieged city and slowly made its way toward the American line. A detail was sent to meet the Spanish officers, and they were escorted to comfortable quarters while the letter from Gen. Toral was carried to Gen. Shafter's tent two miles from the front. The letter was couched in the icily courteous terms characteristic of such communications, and was as brief as possible. It bore the signature of Gen. Toral, who commands at Santiago since Gen. Linares was wounded, and stated that he was prepared to surrender the city provided his army be permitted to capitulate "with honor." This, he explained, meant that the Spanish forces should be permitted to go unmolested in any direction they wished with arms and flying their colors. The letter concluded with the bold statement that surrender under any other terms was an impossibility and would not be considered.

Gen. Shafter immediately cabled the facts to Washington, and sent to Gen. Toral a refusal of his proposal, but added that he would communicate with his Government and would extend the informal armistice until Sunday noon. The offer of Gen. Toral to surrender on any terms is regarded as an indication that the Spanish commander has decided upon surrender upon the best terms obtainable.

The second fleet of transports arrived off Juragua this morning bearing 2,500 troops, including a large detachment of artillery.

SHAFTER'S PLAN OF ATTACK.

Arrangement of His Artillery Forces—Important Aid Expected from Sampson.

Copyright, 1898, by The Associated Press.

SANTIAGO, July 9—6 P. M.—Everything on the firing line is now ready for the commencement of hostilities in case the Spanish do not surrender.

The dynamite gun, which has been in position for several days, is now in better working order than at the time of the battle of San Juan, and it is predicted that its charges, consisting of twenty pounds of guncotton and gelatine, will work havoc in the Spanish trenches if fighting shall be renewed. The dynamite gun has been placed so that it will be able to enfilade several of the Spanish lines.

Twelve mortars in one battery are mounted and ready for use, and they are relied upon to do effective work in shelling the city.

Three batteries of artillery are now posted on El Paso Ridge, 2,400 yards from the town, and the Capron and Grimes batteries are 1,500 yards to the north of the road in the rear of Gen. Lawton's division. In firing the field guns will be compelled to shell the town over the heads of our own men, but the artillery officers say this can be done safely and without injury to our soldiers.

The seven-inch gun which had so perfect a range during the battle of San Juan of many ridges occupied by the American troops has been located with especial care by the American gunners, and it will be the recipient of much attention when hostilities reopen.

On the other hand, during the truce, which, so far as regards the continuing of preparations for defense and attack, has been no truce whatever, the Spaniards have not been idle. They have been mounting guns, and some of these are of much heavier calibre than any the American army can bring into play. Some of the Spanish guns are of antiquated pattern, and not capable of much damage, but others are capable of excellent work.

Gen. Bates's division, which holds the extreme left of the line, moved forward today to a new position 400 yards in advance of its former line. After the battle of San Juan, this division was planted along the edge of a precipitous ravine, the walls of which are about 80 feet high. The ravine is about 700 yards long and about 400 yards wide. Gen. Bates has now moved the Twentieth Infantry to the side of the ravine nearest Santiago and placed the Third Infantry, which, with the Twentieth, forms his brigade, at right angles to the line of the Twentieth. The extreme left of his line, which is the extreme left of the American army, is about opposite the upper end of Santiago Harbor, and from four to six miles from the coast line.

When hostilities are opened by the bombardment, great things are expected from the navy. Admiral Sampson is quoted throughout the army as saying that he will drop one shell into the city every five minutes, and if that is not sufficient to do the work he will drop one into the city every two minutes. This fire, in addition to what the land forces will turn in, it is thought, will be sufficient to reduce the Spaniards to a point where they will surrender.

Gen. Hawkins, commanding the First Brigade of Gen. Kent's division, who was wounded in the foot during the attack made on our lines Saturday night by the Spaniards, has returned to the United States, and Col. Theaker of the Sixteenth Infantry has succeeded Gen. Hawkins in the command of the brigade, and Gen. Wood of the Rough Riders will succeed him. Col. Roosevelt will command the Rough Riders hereafter.

Sixteen Spanish prisoners, who were wounded, were turned over to the Spaniards yesterday afternoon. Dr. Goodfellow and Capt. Drier escorted the ambulances, and the correspondent of The Associated Press accompanied them. The Spaniards displayed great gratitude for the return of their wounded, and there was considerable fraternising, in which the Spaniards' desire for peace came out strong.

There is no doubt that the subordinate Spanish officers were anxious to surrender, but they practically said that upon Gen. Toral's decision they would rest. They admitted that they were short of provisions, but all appeared to be determined and resolute and willing to die, if need be, in the defense of the city.

MAIL SERVICE TO SANTIAGO.

Col. Terrell Leaves Atlanta to Arrange for Regular Steamers.

ATLANTA, Ga., July 10.—Col. L. M. Terrell, Superintendent of the Railway Mail Service, left to-night for Santiago to establish a postal service between that city and the United States.

He expects the Government to open up a postal service at the different points, as fast as they are captured, and will arrange for a regular line of mail steamers.

FOREIGN CRITIC'S OPINIONS.

Article in The London Times Reviewing the Naval Fight at Santiago and Shafter's Operations.

LONDON, July 11.—The Times, in an article this morning reviewing the war, enters into a minute criticism of the naval battle of Santiago de Cuba, and arrives at the conclusion that "either the gunnery of the Spaniards afloat, as on shore, must be hopelessly incompetent, or their ammunition must be nearly worthless." It thinks the fire of the Chinese was relatively excellent.

"Both squadrons," continues the writer, "carried torpedoes, but these might as well have been on shore, for the American ships had no possible inducement to close to torpedo range, and the Spanish ships, receiving continuous punishment, were unable to do so. The action, like that of the Yalu, was therefore decided by the gun, which will continue to be the dominant weapon in naval warfare.

"The supreme importance of good naval gunnery needs no demonstration. As at the battle of the Yalu, fire is reported to have burst out quickly on board the stricken vessels, but it is not impossible that in some cases oil may have been employed upon the decks to insure destruction if all hopes of escaping capture had vanished.

"Upon the question of the value of side armor, as compared with protective decks for cruisers, no light is at present forthcoming.

"The fate of the torpedo-boat destroyers Furor and Pluton is noteworthy, as such vessels carry little combustible material. The reports that they were set afire may have been due to the appearance of flames from damaged funnels. The fact remains that these craft, which had been claimed as dangerous antagonists for a battleship were hopelessly wrecked by an armed yacht which possessed nominally far inferior speed. The inference is that the tabulated elements of force and theoretical assumptions may need great qualification.

"It appears indisputable that the devotion Admiral Cervera's seamen displayed in continuing a hopeless struggle till the last was worthy of the loftiest traditions of the Spanish people."

Regarding Gen. Shafter's expedition The Times's article says: "It recalls in many respects England's experiences in the Crimea, but the lack of science and of organization have resulted in a fresh demonstration of the admirable fighting qualities of the Americans."

With reference to the actual position at Santiago the article observes: "The United States seems naturally to have decided that the terms of surrender should be unconditional, and, in the circumstances, permission to evacuate could not reasonably be expected. The idea mooted in New York that the Spanish garrison can escape if it desires appears to have little foundation. Escape in the face of an active enemy at close quarters is not an easy operation, and although Gen. Shafter is not prepared for pursuit, his right wing probably would be able to hold the Spaniards, while the latter, without transport or food, and liable to the guerrilla attacks of the Cubans, would experience great difficulties.

"There is nothing now to justify a further expenditure of life upon either the capture or the defense of Santiago. If it be true that Admiral Sampson declines to send ships into the harbor, his decision cannot be too strongly commended. Warships have no business in cramped waters, where the fire of one or two guns may disable them."

With reference to Admiral Camara's movement the writer says: "His costly proceedings supply a strong commentary on the terrible mismanagement of the business of war at Madrid."

TRANSPORTS REACH JURAGUA.

Six Troop Ships Were to Land 2,500 Men to Reinforce Shafter Yesterday Morning.

Copyright, 1898, by The Associated Press.

OFF JURAGUA, Cuba, July 9.—Six troopships, carrying 2,500 men, six batteries of artillery, and a large quantity of ammunition and supplies, arrived here at 7:30 o'clock this morning.

The transports took the troops and equipment aboard at Tampa, and were joined by their convoy at Key West. They sailed last Tuesday morning. The fleet consists of the City of Macon and the Gate City, carrying the First Illinois Infantry, 1,350 men; the Hudson, with 930 recruits for the regiments of regulars in the field, and the Comanche, Unionist, and Specialist, carrying horses, ammunition, stores, and Batteries C and F of the Third Artillery, B and F of the Fourth Artillery, and D and H of the Fifth Artillery, under command of Brig. Gen. Randolph. The convoy was made up of the gunboats Machias and Wilmington and the tug Leyden.

The men are in excellent spirits, and their

Continued on Page 2.

SPAIN REALIZES WAR IS HOPELESS

Cabinet Said to be Dominated by the Peace Idea.

INCLINED TO EARLY ACTION

European Powers Advising Madrid Government to Yield.

Expectation of Help from Other Countries Abandoned—Watson's Plans Cause Great Alarm.

MADRID, July 10.—Information received from the most reliable sources is to the effect that the darkest pessimism pervades Madrid officialdom. The hopelessness of the war finally is recognized, and the peace idea now seems to predominate in the Cabinet, and negotiations are considered urgent. The Cabinet is likely to cohere until peace is secured.

It is now recognized that Santiago de Cuba is completely beleaguered, and cannot hold out, owing to the lack of provisions and munitions of war. It is considered certain that the Americans will blockade Cuban and Puerto Rican ports, cutting off their supplies, and the authorities are convinced that an American fleet is coming to the Peninsula. There is no confidence felt that the powers will interfere even if defenseless seaports are bombarded, and, therefore, what measures of defense are possible are being adopted.

The Cabinet Council to-day, so the Ministers declare, did not touch the peace question. On the contrary, they say war was the principal object of the Government's deliberations; they add that the Council was occupied with a dispatch from Governor General Blanco detailing his means of defense in Cuba.

INTERVIEW WITH CAMPOS.

MADRID, July 10—2 P. M.—Marshal Martinez Campos, in the course of an interview at San Sebastian, said it was impossible negotiations for peace should be entered upon by the Spanish and American Governments, for the reason that the time was not yet ripe. He always had advocated reforms for Cuba since 1860, but not autonomy. He fully recognized that autonomy had not yielded the expected results, partly in consequence of the island war and partly because it had been granted too late.

In 1896, Gen. Campos said, the late Señor Canovas, when Premier, had proposed to him to introduce autonomy, but he declined to do so, considering the time unfavorable.

Gen. Campos denied a remark attributed to him that he was less concerned at the loss of Admiral Cervera's squadron than at the position of the Queen Regent.

"I believe," he declared, "that Spain and the monarchy are intimately connected, but I am first of all a Spaniard. My affection for the Queen Regent is great, but my affection for my country is greater."

SPAIN THINKS WE WANT CUBA.

MADRID, July 10.—El Imparcial avers that an aide de camp of Gen. Maximo Gomez has asserted that there will be a new insurrection in Cuba against the Americans, "as the Cubans believe the Americans do not desire the independence of the island, but its submission to American rule."

El Liberal says peace is impossible if the United States claims possession of Cuba.

"The Spanish Army," it adds, "is determined to repel such a claim; but, even should the army cease to exist, there would be 90,000 volunteers fully resolved to uphold the Spanish flag and to reject peace.

"In the event of the Spanish soldiers quitting the island," says El Imparcial, "the war would be continued by its inhabitants, who do not wish to become Yankees."

PARIS, July 10.—A letter from Madrid says Gen. Blanco, in replying to the Government's request for his view of the situation, urges "war to the end," and asserts that the Cuban volunteers cannot be reconciled to the idea of the handing over of the island to the Americans, especially now that a great majority of the Cubans favor Spain.

FRENCH ADVICE TO SPAIN.

PARIS, July 10.—The Madrid correspondent of the Temps says:

"The end is impatiently awaited, even the Government no longer attempting to disguise its conviction that, after the fall of Santiago, the time will have come for thinking about overtures of peace, especially as all the European chancelleries advise this course.

"The meetings that are being held at Bayonne, in the Provinces of Navarre, and along the Pyrenean frontier are greatly disturbing the Ministry. The partisans of Don Carlos are making no secret of their intention to rise if the terms upon which peace is concluded should entail a loss of territory.

"Gen. Blanco cables that it will be impossible for reinforcements to reach Santiago in time to aid in the defense, the duration of which will depend upon the supply of food and ammunition, unless the garrison attempts a desperate sortie."

The Temps, commenting upon the foregoing dispatch from its Madrid correspondent, says:

"What should decide neutral Cabinets to give wise counsels to Madrid is not only the fact that the latest developments of the war have entirely changed the complexion of the situation, which was already grave enough for Spain, but the further fact that there are trustworthy indications of a beginning of a reaction in favor of peace in official circles."

LONDON'S MADRID NEWS.

LONDON, July 11.—The Madrid correspondent of The Times, commenting on the growth of the peace sentiment, says:

"Facts have begun to be recognized, and calculations are published showing the losses of each of the warring parties. These statistics dispel all illusions and prove that the final results cannot be doubted.

"The only question remaining is as to the most opportune moment for opening peace negotiations. Señor Silvela's organ, El Tiempo, puts it very plainly: 'If there be any one who still hopes that after the destruction of our squadron Cuba can be for Spain anything but an amphitheatre where the martyrs of our army will astonish the world by their sufferings and heroism, let him say it aloud. For our part we know nobody who has any doubts on the subject.'

"Some sanguine people still imagine that America may yet be sickened of war; but they have been reminded that the Americans also have a national amour propre, and that if defeated they will insist on taking their revenge before negotiating. In that case, woe to the antagonist who should first be completely exhausted."

The correspondent then refers to influences counteracting the peace sentiment, such as the feeling of the army on the subject, and says:

"The Carlist organs recommend fighting to the death. All things considered, I should say peace is in sight, but it is still a long way off. As to its approaching or receding in the immediate future, much will depend upon the attitude of the American Government and press. Nothing has fostered peace tendencies here more than the recent generous recognition by the Americans in official dispatches and newspaper articles of the fine soldierly qualities of their antagonists.

"'After all,' it is said by men who formerly used very different language, 'these Americans are people with whom we can make war, or even, perhaps, peace.'"

WAITING FOR SANTIAGO TO FALL

LONDON, July 11.—A special dispatch from Madrid says: "All the talk of peace seems up to the present to have led to no tangible results. No doubt the Government would welcome an opportunity to negotiate direct with the United States were the signs propitious, but there are so many circumstances to be considered that it looks as though the policy of drift and waiting for something to turn up would continue until Santiago has fallen.

"The fall of Santiago will convince the most sanguine of the hopelessness of the struggle, and will give the Government the desired opportunity at least to suggest an armistice for the discussion of terms. 'Circumstantial statements are already in circulation to the effect that the war is virtually ended, and that the Government has actually opened peace negotiations; but they cannot be verified.

"A detailed account has been published of Spain's naval losses—twenty-one warships and twenty-one merchantmen, as against practically no losses on the American side. This tends to convince the most rabid war advocate, and, as for a long time past, the whole commercial and industrial interests of Spain are bringing strong influence to bear in favor of peace.

"Every day that passes without disturbances strengthens the peace party. It is believed, however, that there is a strong undercurrent in favor of continuing the war; and the attitude of the Carlists and Republicans causes anxiety.

"A mysterious, black-edged, unsigned manifesto appeared in the leading squares of Madrid to-day, (Sunday,) bearing the municipal stamp and headed, 'Gloria Victis,' with an angel supporting a dead, naked soldier. The manifesto contains an eloquent appeal from Spanish mothers, calling for the regeneration of the country on the basis of the army and crying "Down with bribed politicians and a bought press.'

"Near a million copies of this manifesto have been distributed throughout Spain; and it is attracting considerable attention."

AUSTRIA MAY BE A MEDIATOR.

PARIS, July 10.—It is believed in Paris that the interview between Señor Sagasta, the Spanish Premier, and the Austrian Ambassador, and that of Señor Sagasta with the Archduchess Elizabeth of Austria, are connected with the invoking of the good offices of the Austrian Government with a view to establishing peace.

POPE'S EFFORTS FOR PEACE.

LONDON, July 11.—The Rome correspondent of The Daily Mail, recording the interchange of telegrams between the Vatican and Madrid, with a view of urging the Queen Regent in the direction of peace, says:

"The action of the Vatican has been very cautious, in order to avoid displeasing the United States."

CAMARA HOMEWARD BOUND.

LONDON, July 10.—A special dispatch from Madrid says:

"The whole of Admiral Camara's squadron, with the exception of the Pelayo and the San Augustin, which are waiting at Port Said for a transfer of coal, is now en route for Spain."

MESSINA, Sicily, July 10.—Last night the officers of the torpedo boat destroyers which accompanied Admiral Camara to Port Said arrived here on the return trip. They were much affected on learning of the destruction of Admiral Cervera's fleet, declaring themselves ready to make every sacrifice and determined to fight to the last.

Bank of Spain Statement.

MADRID, July 10.—The following are the increases in the gold and silver holdings in the Bank of Spain for the week ended yesterday: Gold, 2,403,000 pesetas; silver, 6,525,000 pesetas. The note circulation increased 17,233,000 pesetas.

THE CONTINENTAL PRESS.

LONDON, July 11.—The press of all the Continental cities is discussing most actively the prospects of peace, propagating various rumors to the general effect that the negotiations are all to very little profit.

The Russian papers are very bitter against the United States. The St. Petersburg Novosti characterizes the destruction of Admiral Cervera's fleet as "brutal slaughter" and accuses the Americans of employing "some kind of new explosive machine or bomb contrary to international law."

The busiest discussion of all, so far as America is concerned, occupies the German papers. Their tone is much milder since Ambassador White's Fourth of July speech at Leipsic, but the papers are unable to refrain from their belittling criticisms of the American Army.

The National Zeitung, however, publishes a serious and interesting article on the naval aspects of the war, and draws the conclusion that the importance of machinery has been fully demonstrated. It says: "The Spaniards were decimated by the superior quick-firing guns of the Americans. The battle of Santiago has shown that only machine guns and accurate shooting are of any account in modern naval warfare."

The writer of the article expects that all nations will profit by this lesson, and concludes with the expression of opinion that "irrefutable proof has been given the world that the strongest military nation is of little account as a power in the world unless provided with a powerful and adequate fleet."

SAMPSON SENDS HIS REPORT

Official Account of the Destruction of Cervera's Fleet Brought by the St. Louis.

OFFICERS TELL OF THE BATTLE

On Account of Her Superior Speed the Oregon Was the Only Battleship Which Helped Sink All the Spanish Ships.

PORTSMOUTH, N. H., July 10.—Admiral Sampson's report to the Navy Department on the destruction of the Spanish fleet off Santiago was brought here on the auxiliary cruiser St. Louis, which arrived with prisoners this morning.

The report is 12,000 words in length.

Ensign Palmer brought the document ashore

The few officers who came in on the St. Louis and who participated in the fight with the Spanish cruisers off Santiago were obliged to tell the whole story of the memorable contest. While in the main their accounts did not differ materially from the press dispatches, yet they seem to give credit to the work of the Oregon.

From an account as given by one officer, it appears that on the morning of the fight, as is already known, four American warships lay off the entrance of the harbor. The Oregon was slightly to the east, then to the westward came the converted yacht Gloucester lying between the Oregon and Iowa. To the westward of the Iowa was the Texas, while further along, in fact eight or ten miles to the west of the harbor, was the Brooklyn with Commodore Schley on board.

The position of the fleet was in keeping with the plan mapped out by Admiral Sampson, and his command had definite orders in case the Spanish fleet made a dash out of the harbor. While all the ships had steam up, none of them, with the exception of the Brooklyn, was under way. The latter had a few minutes previous to the sighting of the Spaniards turned away to the westward, and when the first shot was heard from the Iowa she was going away from the fleet at an eight-knot gait. Just why the Brooklyn was steaming off to the west at this time is not known. Although she had not gone far, and was still probably quite near the station designated by Admiral Sampson, her commander, nevertheless, had to swing around, and in doing so he put his helm to starboard and made a long sweep to port, going a mile or more off shore in the manoeuvre.

Colon Was in the Lead.

The first Spaniard that came rushing out of the harbor's mouth was the Cristobal Colon, with Almiral Cervera on board; the Vizcaya was second, and the Almirante Oquendo third, and the Maria Teresa the fourth, while two torpedo-boat destroyers brought up the rear.

While the Iowa got in the first lick at the fleet as they came dashing by, the Oregon was the first American, outside the Brooklyn, in motion. She gathered headway so fast that she cut in between the Iowa and the fleet and plumped in a good 13-inch shell at the Colon before she had gone by. The Oregon was therefore in a most excellent position to meet the Vizcaya when she came along, and with the help of the Texas the two tackled the Spaniard so fiercely that she was on fire in a few minutes and had headed for the beach. While the Oregon's whole forward starboard battery was banging at the Vizcaya, the after guns had swung around and were pumping shells into the Oquendo, which also had been tackled by the Iowa, which, in the meantime, had disposed of the Teresa.

The wreck of the three Spaniards was accomplished in about fifteen or twenty minutes, and by this time the Oregon had attained her maximum speed. With her forced draught on and every pound of steam up, the big Pacific Coast battleship plowed through the water as she never did before, except perhaps on her speed trial, three years ago.

Leaving the Texas and Iowa to complete the destruction of the rest of the Spaniards and the rescue of the unfortunate sailors, Capt. Clark headed the Oregon after the Colon.

Brooklyn Was Hit Often.

The Brooklyn by this time had taken her wide sweep off shore, and was headed in for the Colon, opening up on that vessel with her port broadside. As the Colon ran by the Brooklyn she gave the latter the benefit of her big guns, and no fewer than thirty shots took effect on the Brooklyn's port side, a number of them passing clear through the Yankee cruiser. As the Colon went by the Brooklyn the latter turned her starboard guns on the Spaniard. In the run up the coast the Brooklyn was hit a dozen times on her starboard side, while all three of her tall smokestacks show the effects of the Colon's stern chasers. The superior speed of the Brooklyn and the Oregon sealed the fate of the Colon, and after a run of forty miles Admiral Cervera ordered the flagship to be headed for the shore.

The Colon struck about 150 yards from the beach, and as soon as she had grounded Admiral Cervera ordered every one to jump overboard and plunged into the sea himself, followed by all of his officers.

The little Gloucester, after destroying the torpedo-boat destroyers, turned after the Oregon and made such good time that she was up even with the Colon when she ran ashore. As she drew much less water than either the Oregon or Brooklyn, her commander, Lieut. Wainwright, was able to run in quite close to the stranded Spaniard, and the Gloucester's boats were soon out after the swimming crew. Admiral Cervera was picked up just outside the surf about ten yards from shore, and after his long swim was thoroughly exhausted.

The Colon had just turned in shore when the New York came up, after a long and quick run of over sixty miles. The flagship was enabled to get in a dozen good shots before the Colon's flag came down, so that Admiral Sampson had a hand in the fight, although it was a brief one.

It will be seen, therefore, that the Oregon, while the most eastern of all the American ships, nevertheless was enabled by her superior speed, to have a hand in the destruction of all four of the Spanish cruisers, and was the only one of the fleet that did.

GREAT FEAT OF THE OREGON.

Capt. Clark Says the Brooklyn Was in Peril and the Vizcaya and Colon Might Have Escaped.

Copyright, 1898, by The Associated Press.

OFF GUANTANAMO, Saturday Morning, July 9, via Kingston, Jamaica, July 10—Noon.—Capt. Clark of the United States battleship Oregon, which did such remarkable work at the naval battle of Santiago de Cuba that resulted in the destruction of Admiral Cervera's squadron, says, in his official report of the engagement to Rear Admiral Sampson:

"The Spanish fleet turned to the westward and opened fire, to which our ships replied vigorously. For a short time there was an almost continual flight of projectiles over the ship, but when our line was fairly engaged the enemy's fire became defective. As soon as it was evident that the enemy's ships were trying to break through and escape to westward we went ahead at full speed, with the determination of carrying out to the utmost your instructions:

"'If the enemy tries to escape the ships must close and engage him as soon as possible and endeavor to sink his vessels or force them to run ashore.'

"We soon passed all of our vessels except the Brooklyn. At first we only used the main battery; but when it was discovered that the enemy's torpedo boats were following the ships we used our rapid-fire guns as well as the six-inch guns upon them with telling effect.

"As we ranged up near the sternmost of their ships she headed for the beach, evidently on fire. We raked her as we passed, rushing on for the next ahead, using our starboard guns as they were brought to bear, and before we had her fairly abeam she, too, was making for the beach. The two remaining vessels were now some distance ahead, but our speed had increased to sixteen knots, and the Vizcaya was soon sent to the shore in flames.

"Only the Cristobal Colon was left, and for a time it seemed as if she might escape. But when we opened with our forward turret guns, and the Brooklyn followed, the Colon began to edge in toward the coast, and her destruction was assured. As she struck the beach her flag went down.

"The Brooklyn sent a boat to her, and when the Admiral came up with the New York, Texas, and Vixen, the Cristobal Colon was taken possession of. I cannot speak in too high terms of the bearing and conduct of all on board this ship. When they found the Oregon had rushed to the front and was hurrying to a succession of conflicts with the enemy's vessels, if they could be overtaken and would engage, the enthusiasm was intense. As these Spanish vessels were so much more heavily armored than the Brooklyn, they might have concentrated upon and overpowered her.

"Consequently, I am persuaded that but for the officers and men of the Oregon who steamed and steered the ship and fought and supplied her batteries the Cristobal Colon and perhaps the Vizcaya would have escaped."

MASS FOR BOURGOGNE'S DEAD.

Officers and Sailors of La Bretagne Attend a Service in the Rooms of the Russian Church.

A requiem mass for the souls of those who lost their lives by the sinking of the French liner La Bourgogne was celebrated yesterday morning in the rooms which comprise the place of worship of the Russian Orthodox belief, at 323 Second Avenue. The Rev. Alexander Chatovitzky, the pastor of the church, officiated. The religious service was determined upon because Anna Paulona Michailova, one of the victims of the disaster, was a member of the Russian Orthodox Church and worshipped in the Second Avenue rooms. The scope of the service was broadened, however, so as to include all those who perished.

The rooms were crowded with friends and relatives of the dead, and there were also present, besides eight of the survivors of La Bourgogne, a number of officers and seamen representing the Compagnie Générale Transatlantique. These included Acting Agent Paul Faguet of the line and Capt. Barbe, Chief Engineer Poudry, and twelve seamen of the French Line steamer La Bretagne, which arrived in port yesterday morning. The sailors were all in uniform. No sermon was preached nor any remarks made concerning the accident.

During the services one woman fainted.

The officers, crew, and passengers of the steamer La Bretagne heard of the fate of La Bourgogne when the pilot boarded that vessel late Saturday night with a bundle of New York papers. Great gloom pervaded the ship. On her arrival at the dock, foot of Morton Street, Acting Agent Faguet boarded her, and when the passengers had departed he had the entire ship's company called together. There were 276 officers and men. Mr. Faguet recited the story of the loss of La Bourgogne and ended by saying that he felt sure that all the men of La Bourgogne had died like Frenchmen, despite the calumnies that had been heaped upon them.

Mr. Faguet then told the men of La Bretagne of the special requiem service at the Russian Orthodox Church and invited them to attend.

PATHETIC SCENES IN ST. JOSEPH'S.

Congregation Wept for Father Kesseler, Who Was Lost on La Bourgogne.

Pathetic scenes were witnessed yesterday in St. Joseph's Roman Catholic Church, at One Hundred and Twenty-fifth Street and Columbus Avenue, when the officiating priests officially announced the death of the rector, Father Anthony Kesseler, who was a victim of the Bourgogne disaster. Father Kesseler had had charge of the church for thirty-four years. At the two morning masses, when the officiating priests conveyed the sad news of his death there was weeping in every part of the church.

A grand high requiem mass will be held for him at the church on Tuesday next. There will be present Cardinal Gibbons, Papal Delegate Martinelli, Archbishop Corrigan, Bishop Farley, and many other Bishops of Eastern dioceses, and about 300 priests. Archbishop Corrigan will officiate.

GIBBONS HELD FOR ASSAULT.

He Is Charged with Having Stabbed E. J. Tinsdale.

Daniel Gibbons, who is said to be the New York correspondent of an out-of-town newspaper, was arraigned in the Centre Street Police Court yesterday, charged with having on Saturday afternoon stabbed E. J. Tinsdale, a lawyer, in the latter's office, at 132 Nassau Street.

Tinsdale, who was cut slightly in the right arm, occupies a suite of offices with Francis G. Young and George W. Stephens, also attorneys. According to the statement made in court yesterday by the prisoner, he went into the Nassau Street office to meet Stephens by appointment. Gibbons said as he entered the office he was met by Young, who, without knowing his name or business, attempted to eject him. A struggle resulted in Gibbons striking Young in the face. Gibbons then walked into Stephens's private office to await his arrival.

A few moments later, Gibbons says, Tinsdale entered and attempted to eject him. A second scuffle ensued, during which, Gibbons declared, the lawyer was accidentally cut by a penknife which he held in his hand.

Magistrate Meade, after hearing the statement of the prisoner, held him for trial in $1,000 bail.

THE KASAGI AT PORTSMOUTH.

Japanese Cruiser Ready for Her Trial Trip To-morrow.

PORTSMOUTH, N. H., July 10.—The Japanese cruiser Kasagi dropped anchor off Portsmouth at 6 o'clock this afternoon. She came around from Philadelphia without stopping, circling around between Delaware Breakwater and Cape May to adjust compasses.

The Kasagi left Delaware Breakwater at 10:30 Saturday morning, and made an average of 18 knots until midnight, when she ran into a dense fog, which compelled her to slow down.

The Japanese Minister did not come aboard, but Secretary of Legation M. Kumahasshi and Engineer S. Takakura and Naval Constructor T. Ito were on the trip.

The ship behaved splendidly, all of the Japanese being much pleased.

The cruiser went over the course to-day to see that the buoys are in proper place for her trial on Tuesday. Her flues and machinery will be cleaned to-morrow.

SANTIAGO UNDER BOMBARDMENT

Continued from Page 1.

voyage was a pleasant one except for one rough night. They reached Cape Maysi on the morning of July 8. None of the Cuban lighthouses was lighted, and the transports and their convoying vessels sailed without lights and under orders to keep fifteen miles off the Cuban coast.

At 2 o'clock on the afternoon of the 8th the headlands of Guantanamo Bay were sighted, and the Machias entered the harbor with mail for Commander McCalla's fleet and the marines.

The transports moved slowly to the westward during the night and arrived off Juragua early in the morning. As the men on the Gate City were trying to make out the lines of the buildings ashore, four dead bodies drifted past the ship. They were evidently from Admiral Cervera's ships. The sight created much excitement on the transports.

The Newark was the first to greet the arrival of the recruits. The landing of the men and stores was deferred until Sunday morning.

Transport La Grande Duchesse Sails.

NEWPORT NEWS, Va., July 10.—The steamer La Grande Duchesse, recently secured by the Government as a transport, left to-day for Charleston, S. C. She had on board a company of United States engineers and a number of signal service men. There were also on board 100 horses said to be intended for Gen. Miles's staff officers.

PIGS IN AMERICAN COLORS.

An Ohio Minister Visits Spain and Writes of Conditions There.

SPRINGFIELD, Ohio, July 10.—Dr. E. A. Steiner, pastor of the First Congregational Church, this city, in a letter received here yesterday, tells of a visit he has just made to Madrid, Spain, which he did with ease, as he is a naturalized Austrian. He writes:

"I had a glimpse of Spain last week which was enough to give me the horrors—hunger, dirt, pride, and fleas in equal proportions—a grand empire on the eve of a great catastrophe.

"The hatred of America is intense; the pigs are decorated with American flags and tortured as they pass through the streets. One was nearly killed by my side, and the brute who did it didn't know that the genuine Yankee was so near. The people there are helpless, the most of them clamoring for peace. The high-sounding dispatches from Madrid are deceiving. There is absolutely nothing there which looks like power; all is despair."

HOBSON'S GRANDMOTHER.

From The Rockingham (N. C.) Rocket.

Reading of the late daring feat of Lieut. Hobson, I am reminded of an incident in my own experience a few days after the surrender of Gen. Lee at Appomattox, nothing thrilling as to myself, but illustrative of the "grit" that seems to have descended in full measure to the young Lieutenant, whose name is now in everybody's mouth.

I was passing homeward, accompanied by my friend and comrade, Bob Leak, in the wake of Stoneman's raid. The people of Rowan and Davie know what that raid was. So vague and uncertain were the reports touching Lee's surrender that had preceded us, Bob and I were the subjects of suspicion as we rode through the town of Mocksville in the late afternoon of a day of wearisome travel.

In the absence of a proffer of hospitality on the part of any one, we accosted a gentleman on the street corner for information and direction as to where we might lodge ourselves and horses for the night. Evidently anywhere "further on" seemed to suit the gentleman's purpose, if not our own, but he suggested incidentally that six miles below there Mrs. Ann Hobson lived, who, by the way, was a great friend to Confederate soldiers.

With the latter specification vividly impressed upon our minds, we rode just at evening twilight boldly into the spacious grove that fronted the beautifully embowered mansion as a background.

Family Advances in Force.

"See, Bob, they're coming to meet and welcome us," I said, as a movement from the house to the yard gate struck our anxious vision. That "movement," as I recall, consisted of an old lady, one, or perhaps two, younger ladies, several children, and a lot of darkies of various sizes. Intensely high-wrought excitement sat upon each face in that group at the gate, which by no means was dispelled by our polite "good evening" as we rode up.

"And who are you?" queried the old lady, with flashing eyes, at once suggestive of a wrath that needed no nursing "to keep it warm."

"We are Confederate soldiers," was the quick response.

"Oh, yes," came back at us with renewed vehemence; "you think to palm yourselves off as Confederate soldiers, but you are miserable Yankees; that's what you are;" and before we could particularize the statement that "we left Lee's army last Sunday, after the surrender," &c., she had called "Henry!" at the top of her voice, whom at the same instant we saw mounted and dashing for us at a gallop, accompanied by another horseman, both armed and ready for the emergency.

The dialogue (not trialogue, for Bob had put me forward to do the talking,) that immediately followed, partook of the nature of "rapid firing." I proceeded to establish our credentials, and that quick. After an energetic recapitulation of what I had started to tell the old lady, as to the division, brigade, and regiment to which we had belonged in Lee's army—

"Why, mother," exclaimed her son Henry, "these boys are all right, for I find that while I was a member of Barringer's brigade, they belonged to Roberts's brigade in the same division of cavalry."

Misunderstanding Cleared Up.

So the sequel proved that Henry, having just returned from the army, and being engaged, in company with his companion, a young Mr. Ford, in scouring the neighborhood that afternoon in search of vagrant Yankees who might have been left behind by Stoneman's raid of the day before, was a "friend indeed" to two quondam troopers worse "scared" at that critical moment than when they confronted a line of battle, within 200 yards at Appomattox on the Sunday morning of Lee's surrender.

Need it be said that the grandmother and uncle of Lieut. Hobson of Merrimac fame were prompt enough to make the "amende honorable" to Bob and myself when the truth became known? It were putting it only mildly to say that the kind old lady showered blessings on our heads, and if the "fatted calf" was not literally in evidence, the cake and wine and other things were, and but for Bob's impatient longing to push "on to Richmond," (that is, Richmond County,) I should have stopped a week right there, as Mrs. Hobson and her family wished us to do.

After our preliminary experience, which served to make more lustrous the subsequent kindly treatment, we were prepared to believe implicitly the narration by some of the family of Mrs. Hobson's encounters with Stoneman's bummers, who had so recently visited her premises, and several of whom she had hurled with her own hands from the doorsteps of her delightful home.

It may well be our pride, Mr. Editor, that Lieut. Hobson's ancestral "grit" is the inheritance of "the Old North State." The now aged grandmother still lives, but she is blind, and is calmly awaiting her summons to the "crossing of the bar." She is an aunt of the late Major J. M. Scales of our town, being a sister of Gov. Morehead, and is, therefore, a great-aunt of our townsman, Mr. Walter L. Scales, and Mrs. Hal Ledbetter. Lieut. Hobson's father, Judge James M. Hobson, was a college mate at Chapel Hill of Dr. J. M. Covington, Capt. W. I. Everett, and the undersigned, of Rockingham, and Messrs. J. C. Marshall and J. M. Wall of Wadesboro.

Rockingham, N. C. H. C. WALL.

PRISONERS AT PORTSMOUTH

The Captive Sailors on the St. Louis Were Confined Between Decks and Closely Guarded.

ADMIRAL CERVERA WAS ILL

Arrangements Have Been Made to Land the Spaniards on Seavey's Island This Afternoon—Ninety-one on the Sick List.

PORTSMOUTH, N. H., July 10.—The auxiliary cruiser St. Louis, with 746 Spanish prisoners, including fifty-four officers, arrived in Portsmouth Harbor at 8:30 o'clock this morning. The big liner left Guantanamo at 6 P. M. July 5, and did not make a stop until she dropped anchor in Portsmouth Harbor. Including the prisoners there were 1,036 people on board the boat, and out of this number there are 91 sick and wounded Spaniards under the care of surgeons.

Admiral Cervera is confined to his cabin, having been quite ill for the past three days, although he was able to be dressed this morning. Capt. Eulate, who was commander of the Vizcaya and is among the prisoners, is also quite ill, having been wounded in the head during the battle of Santiago.

At 9:15 this morning the tug A. W. Chesterton went alongside the St. Louis with Health Officer F. S. Towle, who went on board.

He made a thorough examination of the vessel, visited all of the sick and found that most of the sickness was due to wounds received during the battle or from exposure. He says there is no evidence of yellow fever or other contagious diseases, and the people in the vicinity of where the prisoners are to be confined need feel no alarm about any pestilence breaking out.

Prisoners Carefully Guarded.

All of the Spanish commissioned officers have been on parole and had the freedom of the ship, with one exception, and he was the Governor of Santiago de Cuba, who was trying to escape from the city on Admiral Cervera's flagship when she was destroyed on that memorable morning of July 3. He refused to sign the parole papers, and was consequently confined in one of the cabins under guard. The rest of the prisoners except the officers were confined between decks and closely guarded.

A detachment of twenty-eight marines from the Brooklyn, under Lieutenant Bordan, and twenty-one marines from the Marblehead were put aboard the St. Louis when she left Guantanamo for the North to guard the prisoners, but they had little or no trouble with the men.

The prisoners, including the Spanish officers, are dressed in clothes of every description, as most of them had come aboard with very little clothing, and what they are wearing was given them by the officers and men from the American fleet.

Admiral Cervera remained in his cabin on the starboard side during the trip. Health Officer Towle visited him and was warmly greeted. He shook hands with the Health Officer, and in good English said he was situated very pleasantly on the ship and had received nothing but the kindest and most considerate treatment from both officers and men ever since he had been taken prisoner. He had not been feeling well for the past three or four days, but expected to be all right in a short time. He seems broken-hearted over the loss of his fleet.

Communication with Captives Forbidden.

The crew of the St. Louis have had nothing whatever to do with the prisoners since they came aboard and have been kept as far away from them as possible. There are a number of Spanish Surgeons on board who have taken good care of the sick and wounded prisoners. There are about forty of the latter, the remainder being ill from the effects of exposure and strain during the battle. No one is allowed on board the St. Louis, and none of the officers or crew is allowed on shore.

At 11:50 the First Officer from the St. Louis, Ensign Paine, arrived at the Navy Yard to officially notify Admiral Carpenter of the arrival of the vessel and with messages for Capt. Philips.

Cadet Frémont of the St. Louis landed with a gig loaded with mail from the fleet, which was sent in bags to the Post Office.

Ensign Palmer came ashore with important official dispatches for Washington and left at 2:21 this afternoon with a large grip, which he would allow no one to handle.

Admiral Carpenter has perfected the arrangements to land the prisoners at their quarters on Seavey's Island to-morrow afternoon, and at 2 o'clock the tug Piscataqua will take three barges loaded with prisoners to the island.

On the way up from Santiago a number of the Spanish seamen said that they had had enough of fighting, at least with the Yankees.

It is said that Admiral Cervera while in Portsmouth will stay at a hotel at Newcastle, about four miles from the navy yard.

The St. Louis will coal immediately after the Spanish sailors are landed, and will then leave for Annapolis with all the Spanish officers. The St. Louis came up from Santiago with less than 800 tons of coal on board, and the economy in the coal consumption was the cause of her slow trip.

Sherman Hoar of the Massachusetts Volunteer Aid Association has completed arrangements for sending to the troops a large amount of supplies by the St. Louis. It is understood that the steamer, after she discharges her prisoners, will coal at Newport News, and then take a large number of troops to Cuba.

CERVERA LOVES AMERICANS.

He Says War Was a Duty with Him and His Men and His Ships Fought Till the Last.

PORTSMOUTH, N. H., July 10.—Admiral Cervera late this afternoon consented to talk with representatives of the press, who went out to the St. Louis on a tug.

"You ask me," he said, "how I like America, and I answer you that I have always liked and, I may say, loved your people, but this war has been a duty with me and the men under me. I knew that the American fleet clearly outclassed us, but it was a question of fighting either inside or outside the harbor. I have many friends in America, and have only the kindliest feelings for them, but every man has a duty to perform to his country, and all Spaniards tried to perform that duty. There has been much feeling in Spain, and I want all Spain to know the truth—that every ship of my squadron fought until the last, and when we could do no more we surrendered.

"I have much interest to know the exact situation in Spain. Capt. Goodrich has treated us all as well as any one could possibly be treated. My officers have occupied quarters in the saloon and we cannot complain."

A telegram was taken out to Admiral Cervera at 10:30 o'clock to-night. Nothing is known about the sender or the purport of the dispatch.

LENIENCY FOR THE OFFICERS.

Enforced Stay of Cervera and His Staff at Annapolis to be Made as Pleasant as Possible.

ANNAPOLIS, Md., July 10.—Capt. P. H. Cooper, Superintendent of the Naval Academy, has completed his preparations for the care of the eighty Spanish officers, including Admiral Cervera, recently captured off Santiago de Cuba. He announced to-day that he expected the arrival of forty of the prisoners to-morrow, and the rest within a week. Just how much liberty will be accorded them while here has not been definitely settled, but the disposition of the authorities is to treat them with all possible leniency and to make their enforced stay in Annapolis as pleasant as is possible, under the circumstances. It is probable that all will be put on parole and allowed the fullest use of the beautiful grounds.

The buildings to be occupied by them are known as Goldsborough Row, and lie on the southeastern section of the Academy, between the old mess hall and the gymnasium. The row consists of nine buildings, but only Nos. 2, 3, 4, 5, 7, and 8 will be occupied by the prisoners. Nos. 2, 3, and 4 are two-story buildings, with basements; the others are three stories. Nos. 7 and 8 will be occupied by officers of high rank, and the junior officers will have the other buildings. These quarters are used by the cadets and bachelor officers and professors when the Academy is in session.

Each room will quarter two officers, and each officer will have a bed to himself. Each room contains wardrobes and closets, chairs, and a large square table, with a hanging gas lamp over it, with an improved burner.

In the bachelors' apartments there will be especial accommodations for the officers of highest rank. The rooms are 15 feet by 15, and the ceilings are 10 feet high. They overlook the parade grounds, and from the porticos that front them the Superintendent's house, the work of preparation for the new armory, the harbor of Annapolis, and the broad stretch of the majestic Chesapeake can be seen. From the rear windows there is a view of the Severn. In front of the quarters is a fine row of maples, and in the windows blow the southern breezes, the regular Summer winds of this section. It is a cool and inviting spot.

The prisoners will be under the care of a marine guard of forty. For the present their commissary will be Steward Thomas Evans. Paymaster Loomis, who was ordered away this week to Portsmouth as commissary for the prisoners there, is expected to return here and assume the management of the food supply of the Spanish officers.

It is a singular coincidence that the Spanish naval officers should be quartered in the Alma Mater of the men who made them prisoners. Among those who recently occupied these quarters are Lieuts. Hobson and Blue and Cadets Powell and Hart. Hobson's apartments adjoin the Spanish quarters, and as the head of the Department of Naval Construction he has much valuable naval data there.

AT THE HOTELS.

FIFTH AVENUE—Gov. W. Y. Atkinson, Georgia; Senator R. F. Pettigrew, South Dakota; Congressman H. H. Powers, Vermont.

GILSEY—Capt. Ross-Johnson, England; George M. McCombe, Belfast; Judge John J. Finney, New Orleans; F. McCombe, Cavan, Ireland.

MANHATTAN—Congressman J. S. Sherman, Utica; Hans Schack, Copenhagen; E. T. Dickinson, Paris.

PLAZA—C. M. McGhee, Knoxville, Tenn.

WALDORF—John F. Hurst, Washington; Victor Schmidt, Vienna; M. Bjornsen, Shanghai.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Arnstein, M. B., & Co., Knoxville, Tenn.; Mrs. Addie Griffin, millinery, ladies' and infants' wear; 7 Mercer Street; Stuart House.

Brooks, S., & Co., Memphis, Tenn.; S. Brooks, clothing; Stuart House.

Bass Dry Goods Company, Atlanta, Ga.; H. G. Bass, dry goods, notions, &c.; Hotel Vendome.

Farwell, J. V., Company, Chicago, Ill.; W. B. Reddon, carpets; 115 Worth Street; Holland House.

Field, Marshall & Co., Chicago, Ill.; A. C. Bodman, upholstery goods, cabinet, and upholstery hardware, 104 Worth Street; Holland House.

"Fair, The," Chicago, Ill.; J. H. Hill, domestics, dress goods, silks, and velvets; Hotel Marlborough.

Harris, A., & Co., Tyler, Tex.; E. Harris, dry goods; Hotel Marlborough.

Hood, Foulkrod & Co., Philadelphia, Penn.; S. Low, knit underwear; 115 Worth Street; Murray Hill Hotel.

Halle Brothers, Memphis, Tenn.; P. Halle, clothing; Stuart House.

Hamburger Brothers & Co., Baltimore, Md.; Leon Hamburger, piece goods; S. J. Hamburger, piece goods, Hotel Marlborough.

Keith, Edson & Co., Chicago, Ill.; G. M. Vanswoll, flowers, feathers, and millinery ornaments; 96 Spring Street; Holland House.

McAuslan & Wakelin, Holyoke, Mass.; W. B. Wakelin, dress goods, cloaks, and notions; Hotel Vendome.

Meyer Brothers, Monroe, La.; H. Meyer, dry goods; Hotel Vendome.

Meyers, John G., Albany, N. Y.; R. M. Chalmers, notions, corsets, and leather goods; 487 Broadway; Hotel Marlborough.

Newburger, B., St. Joseph, Mo., millinery; Hotel Albert.

Palmer, A. W., & Son, Syracuse, N. Y.; A. N. Palmer, clothing; Everett House.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.

Kahn Dry Goods Company, Shreveport, La.; L. Kahn, carpets and upholstery goods; 513 Broadway; Hotel Vendome.

Sessions, F. W., Utica, N. Y., millinery; Hotel Marlborough.

Tootle, Wheeler & Motter, St. Joseph, Mo.; P. F. Slade, white goods, cloaks, notions, and jewelry; 338 Broadway; Hotel Marlborough.

Syracuse Dry Goods Company, Syracuse, N. Y.; J. P. Rule, notions and fancy goods; 51 Leonard Street; Hotel Imperial.

Strouse Brothers & Co., Baltimore, Md.; B. Strouse, woolens; Hotel Marlborough.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.

Von Borries, F., Louisville, Ky., woolens; Hotel Albert.

Zion Co-operative Mercantile Institution, Salt Lake City, Utah; W. A. Needham, notions; St. Denis Hotel.

MISERY IN SPAIN.

Distress of the People Is So Great that They Prefer Peace to Glory.

From The London Telegraph.

As for the unfortunate people, whose ardent wishes and vital interests are trodden rough-shod under foot, it cares absolutely nothing about Cuba, the Philippines, the colonial possessions, or the war. It asks only for work and food, and for these it asks in vain. It is impossible to convey an adequate idea of the misery and want which the ill-starred masses have to endure in order that this or that Minister may retain his place and play his rôle. The Spaniard is a very temperate and much-enduring individual, who can eke out a living under conditions which would appal not only an Englishman, but even a German. He can live and thrive on a species of coarse peas (garbanzos) and dry bread and olives, without meat or vegetables. This Spartan fare costs next to nothing. When, therefore, he is said to be in actual want, what is really meant is that he is dying of hunger. And such at present is, unfortunately, the condition of large numbers of the working classes.

I say of the "working classes," in order to put the case as moderately as possible. But there are other layers of the population as well who are literally starving. Throughout Spain, for example, the schoolmasters—those whose mission it is to impart elementary instruction—are terribly underpaid—on paper. In reality they are not paid at all. With the exception of two provinces, these wretched Spanish "dominies" have not seen the color of the money owing to them for ten, twelve, twenty months. In various parts of the country these teachers of the future generation have openly taken to begging in the streets. The soldiers who sacrificed their health and who lost their limbs in Cuba and the Philippines are still the unpaid creditors of the nation, while the money which the Government expressly stipulated to pay them has been handed over to the rebels as an inducement to keep the peace. And everybody now knows how it was kept. A few days ago a Sergeant decorated for his bravery in the Colonies walked about the streets begging a crust of bread, until the crowd gathered around him and took pity on the pariah. The widows and orphans of the thousands of brave youths who lost their lives in Cuba are dying slowly of starvation. The proportion of women to men in Spain has become very unfavorable for the former, and in Madrid alone there are about 38,000 more women than men. And few can realize the meaning of this terrible fact. The soldiers in Cuba at this present moment have unsatisfied claims against the Government for six months' pay, and entertain scant hopes of ever receiving it.

Summer Heat in New Orleans.

From The New Orleans Times-Democrat, July 8.

The New Orleans person, when he hears the New Yorker or Philadelphian talk about the excessive heat that prevails in Summertime in the Crescent City, may well smile at the ignorance of the New York or Philadelphian. We never do have temperatures here as high as they have them in both of the cities named, and while we are ready to admit that the Summer heat is more uninterrupted and is of longer continuance here than in the cities of the Northeast, we laugh at the "excessive heat" charge as entirely unfounded.

In New Orleans we never find the thermometer climbing up to the centuries, and only on rare occasions into the nineties, and such a bill of mortality and such a number of other casualties as demonstrated the suffering from heat of the New Yorkers and Philadelphians on Sunday and Monday were never known in this city. The Gothamites and Quakers should come south to New Orleans to recruit after the spells of roasting weather that frequently afflict them.

Count de Cassini at Narragansett.

NARRAGANSETT PIER, R. I., July 10.—Among the distinguished arrivals at Narragansett Pier are his Excellency Count A. de Cassini, Russian Ambassador at Washington, and his niece, Mlle. de Cassini, and M. Zelenoy, Secretary of the Legation at Washington. The Russian Embassy will be transferred from Washington to Narragansett for the Summer.

MYSTERY AT CONEY ISLAND

Clothing of a Woman and Child Unclaimed at a Bathing Establishment.

MAY BE MURDER AND SUICIDE

Police Believe from Letters and a Bottle of Laudanum Found in a Satchel that a Crime Was Deliberately Planned.

The police of Coney Island are puzzled over the disappearance of a woman and a child, apparently four years old, who went in bathing there yesterday morning and were not seen again up to a late hour last night. The presumption is that both have been drowned, and the police are proceeding upon the theory that the woman committed suicide and also caused the death of the child. A number of letters were found which would seem to show that an act of self-destruction was deliberately planned.

It was shortly after 10 o'clock when the two appeared at Hoch's Pavilion, at the foot of Stafford's Walk, and asked for bathing suits. She was a woman of medium stature, with auburn hair, and there was nothing in her manner to indicate that she contemplated anything more serious than a few hours of enjoyment. The boy was a fair-haired little fellow, and the woman was heard once or twice to address him by the name of Alexander. The woman carried with her a small black satchel.

Presently they secured their bathing suits and went to the beach. Nothing more was thought of them, and no one noticed that they had not returned until 11:30 o'clock last night, when an attendant was closing up the bathing house for the night.

In pushing open one of the dressing room doors he discovered a pile of clothing. Mr. Hoch was called and he was soon satisfied they had belonged to the woman and the child.

The satchel furnished the only clue by which they could be identified. It contained a package of letters and a bottle of laudanum.

From the signature of the letters they appear to have been written by a naval officer, beginning in 1889 and running up to 1896. Some of them were written from the Brooklyn Navy Yard. Others bore the heading of the United States steamship Galena, and were dated from Cuba, points in Japan and China, and from various other remote places. The terms of endearment by which they were addressed gave no hint as to the name of the recipient.

A photograph of a child was also found. The photograph, so far as Mr. Hoch and the attendants who noticed the couple could identify it, bore a striking resemblance to the child who accompanied the woman. The clothing of both was of fairly good material. There was nothing else which could throw any light upon the affair.

After the police were notified, a number of detectives were sent to the beach, and all last night the island was thoroughly searched, a number of boatmen even making a search on the water.

It is the theory of the police that the woman, probably because of some sorrow, had determined to end her life and that of her child, and took that means to do it.

No one could be found who had noticed the woman on the beach where the crowd was thickest. It is fair to suppose, the police say, that the woman sought some unfrequented part of the beach, and waited for the outgoing tide, whose ebb yesterday was shortly after noon, and then with the child went to her death.

SPANISH INEFFICIENCY.

Possible Explanation of Their Failure Greatly to Injure Our Ships.

From The Mobile (Ala.) Register.

We are in the midst of the romance of the war and of its realization. Two navies of the Old World have been destroyed by our arms, hundreds of the enemy slain, a thousand and more made prisoners, yet our vessels come forth unscathed, and our total loss is but one killed and a half dozen wounded. Were this fiction we would not believe it, yet it is a fact. Why, it might be thought that even in the working of our own machinery more men would be hurt than are listed in these two great naval battles!

How different also has been the result from what we expected! When we entered into this war the forces on either side were closely scanned, and critical articles were written to show that our navy was inferior in weight of metal and speed to that of Spain. With Capt. Mahan as the best judge of a fighting force, we were forced to conclude that if Spain had the greater number of guns and the speediest vessels, the chances of naval victory were on her side. Yet the outcome shows that, despite these apparent advantages Spain has had virtually no chance of success. When opposed to our fleets her ships have been totally destroyed without so much as inflicting an injury upon their antagonists.

It will be generally said that the fault was in the men who handled Spain's ships; that they did not know how to use the machinery placed at their disposal. It is certain that none of their shots took effect, notwithstanding the energy with which the guns were handled and the exquisite bravery of the officers who were in charge of the operations.

Possibly we shall find a better explanation of the Spanish defeat than this one of lack of skill. Why is it that not even by chance any of the Spanish missiles took effect, either at Cavite or at Santiago? The Spaniards had modern fighting ships, armed with the best guns, and they used them desperately for an hour or more, yet hit nothing. It will be remembered that after the destruction of the fort at Cavite came a report that the Spanish Ordnance Department had been a failure there, that the supplies of ammunition were not adequate, articles that had been purchased and paid for were not in stock, and the inference was that peculation had been at work, to the ruin of the Spanish cause. The same dishonesty may have played the Spaniards false at Santiago, the powder they used aboard their warships may have been contract stuff, of not half the standard explosive force, so that the efforts of the gunners to reach the American ships with their projectiles were in vain. The suspicion that this is so is strengthened by the admission of a fact, well recognized by those who know something of Spanish methods, that peculation has always been a stain upon the official life of that country, and officeholding for gain has been almost recognized as a profession there.

Flogging Sentences in England.

From The London News.

On the question of flogging sentences by the Judges, a recent return to the House of Commons contains some curious information. There are eight great flogging Judges. Their records are as follows:

		Criminals Convicted.	Total Number of Strokes.
1888 to 1897	Mr. Justice Day	137	3,766
1888 to 1897	Mr. J. Grantham	31	688
1891 to 1897	Mr. J. Lawrence	9	195
1892 to 1897	Mr. J. Bruce	23	509
1892 to 1897	Mr. J. Collins	19	255
1885 to 1897	Mr. J. Wills	7	128
1894 to 1898	Sir Charles Hall, Recorder	44	829
1892 to 1897	Sir Forrest Fulton, Common Sergeant	39	557

The greatest flogger on the bench is, it will be seen, Mr. Justice Day. We wonder if the efficiency of his sentences could be brought to some test by the clever and industrious gentlemen who now compile the judicial statistics. Has he stamped out crime by his flogging assizes? Are the prisoners who undergo his sentences deterred, or do they belong to the "habitual" class? So again with Sir Charles Hall, who is following in Mr. Justice Day's footsteps, with a yearly average of 207 strokes against Mr. Justice Day's 269. The Recorder and the Common Sergeant are both floggers. Are the crimes for which they flog beginning to diminish more rapidly in London than elsewhere? The Romilly Society might usefully investigate these points.

The Soldiers' Yell.

From The Savannah (Ga.) News.

In the fighting around Santiago the other day, although there were a number of college men from the North, cowboys from the West, and men from the Middle States, and very few fighters from the South, the "soldiers rushed into action, through undergrowth as high as their shoulders, to the music of the famous and terrifying rebel yell." Where did they learn it? One would have thought that the college yell would have come to the front, to the consternation of the enemy. However, since the old "rebel yell" is to be revived as the American war cry, it may be remarked that there is that in it which gives inspiration to the yellers and a nervous chill to the fellows on the other side.

A REPUBLICAN CONFERENCE

State Senators Stranahan and Krum Visit Mr. Platt at Manhattan Beach.

ULTIMATUM FROM GOV. BLACK

Outlines of a Bill to be Presented at the Extra Session in Relation to the Control of Elections.

As an answer to the ultimatum presented to Gov. Black last week by Congressman Quigg and Collector Bidwell, in reference to legislation which is to come up before the extra session of the State Legislature, and which is to affect the control of elections in the City of New York, the Governor has transmitted to Senator Platt, as the leader of the Republican organization of the State, the outlines of a bill, upon which he is said to have finally made up his mind and which, it is said, will no doubt be brought up at the extra session, if not in its present form, at least in such shape that it will meet with the hearty approval of the Chief Executive.

Senator Nevada N. Stranahan of Oswego County and Senator Hobart Krum of Schoharie County acted as the Governor's emissaries. They called on Senator Platt at the Oriental Hotel at Manhattan Beach yesterday, and laid before him the measure of which Gov. Black is said to be the sponsor or the originator. It is a bill to authorize the Governor of the State to appoint a Supervisor of Elections for the City of New York. This supervisor is to have the power to appoint two deputy supervisors for each election district in the city, making in all about 2,500. The deputy supervisors are to be equally divided between Democrats and Republicans, and the respective organizations are to have a voice in their appointment. The supervisor is to be clothed with the authority of Chief of Police in all matters pertaining to elections, such as registration, naturalization, colonization, &c.

Mr. Platt Not Suited.

Senator Platt received the ultimatum of the Governor rather coldly. He said the bill did not go far enough to suit the purpose of the Republican Party and would not afford the relief desired. For these reasons he thought the bill would not answer. He rather favored the idea of a Metropolitan Police bill, as already outlined.

Both of the up-State Senators then told Mr. Platt that the Governor was unequivocally opposed to the Metropolitan Police bill. They again impressed him with the fact that Gov. Black would under no circumstances take the responsibility of interfering with the police system of this or any other city.

State Committeeman John R. Hazel of Erie County and State Superintendent of Public Works George W. Aldridge of Monroe County, both of whom were at Manhattan Beach yesterday, declined to discuss the situation in New York local affairs, but declared themselves decidedly against any measure which would interfere with the election system of the State. The present matter, they said, is one which pertains directly to New York City, and should be settled here.

Notwithstanding the fact that the conferences took up most of the day, nothing came of them, and Mr. Platt said last night that no arrangements had been made at all so far, nor would there be until the Legislature convenes. At the same time, he felt that after the extra session met all would be harmony within the party lines.

What Platt's Enemies Think.

Some of Senator Platt's enemies inside the party maintain stoutly that the Senator is rather pleased with the turn affairs have taken, and that he derives considerable pleasure from the split in the Republican organization, as it gives him another opportunity to demonstrate his abilities as an organizer who knows how to manage hostile persons of any kind, and to send them away if necessary, to Tripoli.

Senator Platt yesterday seemed quite pleased with the appointment of Police Commissioner Abell. It was intimated that before the appointment was made Tammany had offered to the Republican organization circles to reinstate ex-Police Commissioner Hamilton, but Mr. Platt could not agree to that, and Mr. Abell's name was proposed by Edward Lauterbach. While this recommendation was not with the sanction of the Senator, still it is said it was by no means distasteful to Mr. Platt.

At Long Branch yesterday Senator Murphy, John F. Carroll, Randolph Guggenheimer, and State Senators Grady, Featherson, and Cantor, held an informal conference and decided upon a course to pursue in the extra session. They will, it was learned, support any measure looking toward the counting of the votes of the citizen soldiers who are now at the front, but will bitterly oppose any scheme which would in any way affect the Police Department or amend the city charter.

POLITICIANS IN ALBANY.

Messrs. Atterbury and Dady of Brooklyn Reach the State Capital.

ALBANY, July 10.—Walter B. Atterbury and Michael J. Dady, representing the Republican organization of Brooklyn, arrived here to-day to look after the interests of the Borough of Brooklyn in the legislation that is to be acted upon by the extraordinary session which is to separate the control of elections in New York City from the police force. The Brooklyn men are in favor of a law creating a bi-partisan election board.

Only three legislators were in town to-night, but it is expected that a large number of them will be here early to-morrow, so that a conference can be held before the session at which it is hoped that some bill will be decided upon relating to New York City elections which will be agreeable to a majority of the Republican legislators.

REPUBLICAN LEADER SUED.

Papers Served on Hugh McRoberts of Richmond by a Rival.

Hugh McRoberts, Republican leader in the Borough of Richmond, has received papers served on him in a suit to recover $1,200 in an action brought by County Clerk John H. Elsworth, a former Sheriff of the County of Richmond, and also a prominent leader in the Republican ranks of the anti-McRoberts faction.

The suit grew out of the celebrated case of the Winter of 1889, when McRoberts, who owned considerable property at South Beach, evicted George Tartar, Henry Bergman, and others who had taken possession of valuable strips of land on the beach, to which Bergman claimed title by squatter rights, under a grant from Queen Anne, and known as the Symes title.

There were many battles and fence wars between McRoberts and the squatters. Sheriff Elsworth was called on the scene with a posse of deputies, and, after a battle, succeeded in evicting the squatters from the beach, and for many days the beach was under the protection of Sheriff Elsworth, who afterward handed Mr. McRoberts a bill for $1,600, including salaries for the deputies, for 100 days, and $250 for his own services.

Since then Mr. McRoberts has paid $400 on account of the bill, but has failed to settle the balance. Since the action McRoberts has leased the property to Mr. Tartar, who has ever since been in possession of the premises from which he had been evicted.

DRIVING RACE ON 8TH AVENUE.

Leon Thayer Was Chased by a Bicycle Policeman and Arrested.

Two horses, urged to their top speed by their drivers, caused excitement in Eighth Avenue last night. The owners of the horses were having a race, regardless of the danger to other vehicles and to numerous bicycle riders.

Bicycle Roundsman Schuessler was at Twenty-second Street when he heard shouting and saw the horses coming up the avenue. He jumped on his bicycle, and as they flew by started in pursuit and caught up with the first horse at Twenty-eighth Street, and seized it by the bridle, clinging to the bridle with one hand and holding on to the handle bar of his bicycle with the other. Schuessler scorched along until Thirty-second Street was reached, where he brought the horse to a standstill and arrested the driver. The other driver urged his horse down Thirty-second Street to Sixth Avenue and got away.

Schuessler took his prisoner to the West Thirty-seventh Street Station, where he said he was Leon Thayer, livery stable keeper, of 334 West Tenth Street. "I won the race," he said, "and don't care about being arrested." He was locked up for reckless driving, but was subsequently bailed out.

GODFREY AT MANHATTAN BEACH

He and His Performers Hear Victor Herbert's Band Play.

Lieut. Dan Godfrey and his "British Guards Band" attended the afternoon performance of Victor Herbert's Band at Manhattan Beach yesterday, and occupied the boxes in the auditorium.

Opening with the Doxology the band played "God Save the Queen" for an encore. The audience was on its feet in an instant, and the "Star-Spangled Banner" following elicited great applause. It was several minutes before the concert could continue because of the cheers for England and America, which were kept up for several minutes.

After the concert both bands were invited to dinner by the management of the Manhattan. At the head of long tables, filling the spacious private dining room, furnished for the occasion, sat Lieut. Dan Godfrey and Victor Herbert, with their representatives on each side, the other chairs being filled by the members of the respective bands.

Victor Herbert opened the ceremonies by a toast to Lieut. Dan Godfrey, his band, and to "dear old England," and Lieut. Godfrey responded.

Burke's Famous Dagger Still Exists.

From The London News.

Apropos of Lord Rosebery's approaching visit to Beaconsfield to unveil a memorial to Burke, a correspondent writes: Sir Edward Lawson has at his house, Hall Barn, at Beaconsfield, some very interesting relics of Burke, among them the identical dagger which Burke flung on the floor of the House of Commons in his speech on the second reading of the Aliens bill on the 28th of December, 1792, to testify his abhorrence of the principles of the French Revolution. It is a mere toy dagger made of wood. It was sent from France to a manufacturer at Birmingham with an order for a large number to be made like it, and Burke had only received it the same day from Sir James Bland Burgess on his way down to the House. The celebrated dagger scene was, like many other historic episodes in the House of Commons, wholly unpremeditated.

The Old Bridge at Lewiston Gone.

From The Buffalo News.

The last cables that held the wreckage of the old Suspension Bridge over the Niagara at Lewiston have been broken, and the wreckage has disappeared forever. The bridge was built in the forties, and was blown down in 1864, leaving ten cables and a mass of clinging wires and portions of the roadway swinging over the rushing waters at the close of the gorge. The roadway fell from time to time by the action of the winds, leaving the cables and strands of wire as reminders of its early fame. The cables were cut away on Wednesday night, and are now lying at the bottom of the river. The old bridge was one of the first of its kind built in this country. The work on the new structure which is to take the place of the old one at Lewiston, it is understood, will be completed by Jan. 1, 1899.

No Southern Troops with Shafter.

From The Jacksonville (Fla.) Times-Union.

There is not a Southern regiment or company in Gen. Shafter's army, nor will there be when proposed reinforcements have increased his army to 30,000 men. Why? It it possible that we are to be given the task of taking Puerto Rico? If so, the South is ready and willing.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

2:55 A. M.—125 Mangin Street; Deasham & Angel; damage, $200.

10:30 A. M.—222 Madison Street; Rosie Brozel; damage slight.

10:50 A. M.—132 West Sixty-sixth Street; owner unknown; damage, $100.

12:05 P. M.—1,045 Second Avenue; Schultzheis & Co.; no damage.

4 P. M.—122 West One Hundred and Fifteenth Street; John De Goldo; damage slight.

6:20 P. M.—Eighty-first Street and Madison Avenue; Metropolitan Street Railroad Company; damage slight.

7:30 P. M.—115 Elizabeth Street; R. Golaff; damage slight.

8:45 P. M.—248 East Twenty-third Street; owner unknown; no damage.

8:50 P. M.—236 Willis Avenue; L. Goldwater; no damage.

9:10 P. M.—1,765 Third Avenue; Louis Levy; damage, $100.

9:20 P. M.—Park Avenue and Eighty-sixth Street; Hudson River Railroad Company; damage, $50.

9:30 P. M.—14 Cannon Street; Jacob Rosenbaum; damage, $5.

9:35 P. M.—521 Third Avenue; J. Barnett; damage, $500.

9:40 P. M.—21 Spring Street; B. Spalsko; no damage.

10 P. M.—73 Roosevelt Street; owner unknown; damage, $25.

LOSSES BY FIRE.

PHILADELPHIA, July 10.—Halton & Shoemaker's five-story factory building, at Boone and Diamond Streets, was destroyed by fire to-day. The loss is about $100,000. The first floor was occupied by Thomas J. Halton, part owner of the building, and C. P. Miller, in the manufacture of bicycles, knitting and sewing machines. The second floor was vacant. The Philadelphia Linen Company, of which former City Treasurer John Bardsley is the head, was on the third floor, and the remaining two floors were occupied, respectively, by Oliver, Lupton & Co., manufacturers of hosiery, and the Franklin Silk Company.

ESTABLISHED 1848
OLD DEARBORN RYE
O.D.R.

BOTTLED IN BOND

Under supervision of U. S. Internal Revenue Department, which guarantees its Age, Purity, and Strength.

For sale by all Leading Dealers.

W. P. Squibb & Co.

Distillers, Lawrenceburgh, Dearborn County, Ind.

FOR SALE IN NEW YORK BY

W. F. Morris, Grocer, 161 W. 125th St.
L. J. Callanan, Grocer, 41 and 43 Vesey St.
J. Milhau's Son, Druggist, 183 Broadway.
Schwarts Bros., Liquors, 148 E. 42d St.
Wm. B. Riker & Son Co., Drugs, 6th Av. & 23d St.

FOR SALE IN BROOKLYN BY

C. A. Mettler's Sons, Grocers, 88 & 90 Henry St.
The Bolton Drug Co.
J. H. Muller, Grocer, Nostrand Av., cor. Bergen

"CAMMEYER"

Stamped on a Shoe Means Standard of Merit.

Sixth Ave., cor. 20th St.

REED & BARTON, SILVERSMITHS,

Broadway & 17th St., N. Y.
8 Maiden Lane, N. Y.

CERVERA MOURNED IN CUBA

Spaniards Devote a Day to the Expression of Grief Over Destruction of the Fleet.

GIFTS FOR HAVANA'S POOR

Aristocratic Ladies Assist in Relief Work—Interest in the Blockaded Capital Centres in Santiago—Skirmishes with Insurgents.

HAVANA, July 9.—July 6 the Produce, Money, and Stock Exchanges suspended operations, observing the day as one of mourning for the loss of Admiral Cervera's fleet.

The inhabitants of Guira Molana, Province of Havana, have sent, through the Mayor, a telegram of condolence to the President of the Colonial Cabinet over the loss of Admiral Cervera's fleet.

At Union de Reyes, Province of Matanzas, memorial services have been held for the officers and men who lost their lives when the Spanish fleet was destroyed. All the civil and military authorities were present at the services, as was also an immense concourse of people representing all classes of society.

The Civil Governor of Havana has decided that the festival which was fixed for July 10 for the purpose of collecting money to establish free kitchens for the poor of the city shall not be held because of the destruction of the Spanish fleet off Santiago.

A considerable number of gifts to the Red Cross Society, to be used in the establishment of free kitchens and in helping the poor, have been received. Many aristocratic ladies are assisting in the relief work. Among the contributions received are quantities of potatoes, jerked beef, lard, lobsters, and other shell fish. The work of relief will be extended in several districts, where kitchens will shortly be established. When the harvests are gathered and corn is abundant the situation of the poor will be greatly improved.

Want to Export Manufactures.

The Cuban Council of Secretaries has decided to wire the Spanish Secretary of the Colonies, Señor Romero Giron asking authority to export in neutral ships bound for Spain the products of soap, perfumery, and other factories. The council denies the statement that an industrial tax has been imposed upon the gathering of tobacco, and also that the municipality has advocated a proposition to lower the salaries of the municipal employes 10 per cent. It has also presented to the home Government a project for the establishment of a mortgage bank.

The American troops landed near Santiago de Cuba have formed a junction with Gen. Calixto Garcia's forces and are marching toward Santiago, placing pieces of artillery along all the roads leading to the city.

Col. Ordoñez, the inventor of the cannon bearing his name, was twice wounded during the engagement at Santiago. Col. Escarios, who recently arrived at Santiago with reinforcements after a heroic march from Manzanillo, during which he had several engagements, has been promoted to the rank of Brigadier General.

Capt. Gen. Blanco has rewarded the Corporal and privates who, it is alleged, landed on June 19 at Cayo Piedra, Province of Matanzas, in sight of the American warships and captured a quantity of American effects.

Acting upon a petition addressed to him by Gen. Luque, Capt. Gen. Blanco has granted pardon to two persons at Gibara who were under sentence of death.

Interest Centres in Santiago.

The latest official dispatches received report only minor engagements with the insurgents in the Provinces of Pinar del Rio, Havana, Matanzas and Santa Clara. To-day all interest is concentrated upon the situation at Santiago, and the public is anxiously awaiting the outcome of events there. It is announced that the bombardment of Santiago will begin to-morrow.

La Lucha, in its editorial columns to-day, says: "The actual problem confronting Spain is the easiest the nation has had in all her history, although at first sight it appears most difficult and complex. It is not necessary to employ in its solution either slyness or the expenditure of many millions for a great defense, as has been required in other wars. It is only a question of resistance, which can be sustained if the Spaniards have only provisions and ammunition. To beat the Yankees in Cuba needs only 300 or 400 men for a period of two or three years. The cost which that signifies to our neighbors is greater than 100 islands of Cuba are worth to them."

While a party of Alquizar guerrillas was reconnoitring along the railroad and examining a drain between Alquizar and Canas a dynamite bomb exploded killing fifteen members of the party.

On July 8 153 sailors and officers of the different ships of Admiral Cervera's fleet, including Lieut. Manuel Bustamente and José Caballero, and Naval Cadet Raymon Navarro, arrived at Santiago. They reported that all the crews of the warships Almirante Oquendo and Infanta Maria Teresa were either killed or wounded.

Will Fight to the Last.

All the officers of the Santiago garrison, in spite of the bloody engagements already fought and the prospect of to-day's encounter, are animated with the determination to fight to the end and declare their willingness to seal with their blood another of the glorious pages in their country's history. They have a quantity of provisions and ammunition.

Private advices received here affirm that the insurgent forces which took part with the American troops in the attack upon and the taking of San Juan Hill and Caney sustained heavy losses, their killed numbering forty. It is asserted that they are disgusted because the Americans used them as guides and obliged them to march in the first line of the vanguard.

An attack was made upon Rio Soco town, Matanzas Province, by a party of insurgents, but their assault was repelled, and two of them were killed and several wounded.

An engagement has taken place in Esmeralda, Province of Matanzas, between a detachment of Spaniards and a party of insurgents under the leader Pelon. Several of the insurgents were killed or wounded, and the Spaniards captured a number of firearms. The Spanish loss was one officer and nine privates wounded.

The commander of the French cruiser d'Estaing, accompanied by the French Consul, to-day visited Gen. Blanco and had a long chat with him.

The Colonial Government will give its unconditional support to an active and energetic campaign against the American forces, adopting all means at their command to repel the invaders.

Destruction of the Alfonso XII.

The Spanish mail steamer Alfonso XII. was pursued off Cienfuegos by three American cruisers. The Alfonso XII. fled toward the Isle of Pines, where she lost sight of her pursuers. When eight miles from Havana she was intercepted by three American warships and was run ashore at Muriel with the object of saving her cargo. After grounding, the steamer was fired upon by the American ships, a number of projectiles falling on board of her. While the work of removing her cargo was going on, the Alfonso XII. was approached by an American boat, evidently with the intention of blowing her up. The boat, however, was driven away by a revolver shot from aboard the steamer and the fire from the shore by Spanish soldiers. The ship was subsequently destroyed by fire, caused by explosive bombs from the American vessels.

TO AID SOLDIERS' FAMILIES.

An Old Army Act Under Which They Can Send Home Their Pay May Be Revived.

William Earl Dodge has suggested a plan for the relief of needy families of soldiers at the front. This consists in the forwarding to their homes of their pay by the reviving of an old act for that purpose, passed by Congress on Dec. 24, 1861, and which, Mr. Dodge believes, has never been repealed. It provides that the President shall appoint Commissioners, not more than three, to serve without pay, who shall visit the places where soldiers in the volunteer service are stationed and procure from them such allotments of their pay as they may care to make to their families. These allotments, being duly certified, shall be redeemed by the Paymasters by the issuance of sight drafts to the persons who are indicated in the respective allotments as those to whom the money is to be sent.

Mr. Dodge, then William E. Dodge, Jr., the late Theodore Roosevelt, and Theodore B. Bronson formed the commission appointed under this act by President Lincoln in the civil war. The commission's report to President Lincoln has been reprinted for Mr. Dodge, and he leads it with an introduction in which he says that the Federal soldiers took advantage of the act to send home $5,300,000 the first year. It worked then with the greatest success. The drafts passed current at stores and banks, and a soldier once having secured a sight draft was prevented from changing his mind and spending the money on himself, because to do so he would have had to commit forgery. Mr. Dodge strongly urges that the plan be tried again.

Relief Money from Paris.

Richard Corbin cabled from Paris on July 4 to Mrs. Whitelaw Reid, Secretary of the Trained Nurses' Auxiliary of the Red Cross, announcing the organization of a society in aid of her fund among the American colony, and Saturday John Munroe & Co. transmitted to Mrs. Reid on behalf of the Paris society $8,400.

The Supply at the Navy Yard.

The United States naval supply steamer Supply, formerly the American Line steamer Illinois, arrived yesterday from Philadelphia, where she had been fitting out with refrigerating plant and other features to prepare her for her new work. She was taken to the navy yard, where she will receive an armament of three-pounder guns to enable her to protect herself from small Spanish gunboats, which are numerous in Cuban waters. She will take on a cargo of stores while here, and will proceed in about a week to make a tour of the vessels of the fleets in Cuban waters.

SPRINGFIELD RIFLES DEFENDED

An Authority Also Points Out an Advantage in Black Powder, Which Conceals the Men.

WASHINGTON, July 9.—The ordnance officers of the army are indignant at the statements that have appeared in the press, some of them attributable to high army officers, questioning the merits of the Springfield rifle with which a large proportion of the United States Army is armed. These statements, they say, are calculated to do infinite harm among the volunteer forces though the regulars know and like the old Springfield too well to distrust it now. The principal argument made against its employment by the critics is that its short range enables the Spanish armed with Mausers to pick off our men long before they get within the range of the Springfields. This is said to be based upon error. The Springfield has a range of 3,400 yards, which is only a few hundred yards short of the Mausers, and the former's big five-hundred-grain bullet is said to have greater killing power at the long ranges. The opinion of some good practical soldiers as to the respective merits of the Springfield and the modern small-bore is shown by the fact that such able soldiers as Col. Ray and Col. Schuyler of New York, who are organizing independent regiments, have specially requested the War Department to supply them with the former.

A good deal has been said also as to the great superiority of smokeless powder used in the small-bore over the black powder of the Springfield, but one of the best ordnance experts in the War Department has declared that there are merits in both powders. In open fighting the smoke made by the Springfield often serves to obscure the marksman from a return fire, while the man armed with the smokeless weapon is exposed to aimed fire.

CONSUMPTIVE AND WOULD DIE.

Young Man Shot Himself in a Newark Hotel.

NEWARK, N. J., July 10.—Lying on a cot in the City Hospital, suffering from a self-inflicted bullet wound in the left side, is a tall young man of athletic appearance, and about twenty-four years of age. He refuses to give his right name or correct address, but simply says the name and address under which he registered at the White Cloud Hotel, where he shot himself, will answer all purposes. That is "James Naurod, Boston, Mass."

"Naurod," the only name by which he is known, registered at the hotel late on Friday night. He drank a glass of beer in the hotel café, and started for his room apparently in good spirits. He had no baggage. To the porter he said he was in no hurry to get out in the morning, and did not want to be called.

One of the chambermaids went to the room to make up the bed yesterday afternoon and found the door still locked. When she rapped on the door "Naurod" answered that he would be out in a little while. Later in the day a pistol shot was heard in the room, and when the door was forced "Naurod" was found fully dressed on the bed with a wound in his side.

He told the doctors at the hospital that he was a consumptive, that it was hereditary in the family, and he had no desire to live longer. He admitted that the name and address under which he had registered were fictitious, and said he belonged to New York, not Boston. He will probably recover.

Capt. Edward Shanley Dead.

Capt. Edward Shanley, contractor, died yesterday of Bright's disease at his residence, 166 West One Hundred and Twenty-second Street. Capt. Shanley was sixty-four years old. At the beginning of the civil war he joined the Ninth New York Volunteers as a private, but was early promoted to a Captaincy. He received from his regiment a sword as a reward for bravery on the field at Gettysburg. At the close of the war he returned to this city and became a contractor. He had been connected with some of the most important works in the country, including the building of roadbeds and bridges for the West Shore and Erie Railroads, work for English railroad syndicates in Jamaica, building reservoirs in the eastern part of this State, and work on the East River Bridge. He leaves a widow but no children. Capt. Shanley was a member of the Sagamore and Democratic Clubs and Major Dix Post, G. A. R. He was supposed to have left a fortune of more than $1,000,000.

The Steamer Massachusetts Here.

The Atlantic Transport Line steamship Massachusetts, which has been purchased by the Government, arrived off the bar last night and anchored for the night. She will come up to her dock this morning, and after discharging her cargo will be turned over to the Government for conversion into a transport. The Mississippi, Mobile, and Mohawk have already been turned over to the War Department, and the Michigan is lying off Liberty Island ready to be fitted for service. The Manitoba and Minnewaska were also included in the purchase.

Ex-Senator Pitts Dying at Medina.

MEDINA, N. Y., July 10.—Edmund L. Pitts, formerly a member of the State Senate, is so ill that his death may take place any moment.

HOT TIME AT GUANTANAMO

Crew of the Gloucester Watched a Bombardment That Set Them Guessing.

NO TARGET WAS VISIBLE

Our Warships Appeared to Be Firing Into Space, But Were Really Clearing Guerrillas from Underbrush Back of the Harbor.

UNITED STATES SHIP GLOUCESTER, OFF SANTIAGO DE CUBA, June 25.—It is pretty poor sport to watch the bombardment of a place that makes no reply. That was recently our experience at Guantanamo, the harbor taken by Capt. McCalla and his marines. We had reached the place Thursday evening, June 16, stopping en route from Mole St. Nicholas to Santiago for the purpose of coaling, and Friday morning bright and early we started in to fill our bunkers with the precious "carbon." Word had been passed that "something was up," so that we were all on the qui vive, from the Captain down to the grimiest coal passer.

At 9:30 in the morning the fun commenced. Half-past 9 is a late hour in the navy. In fact, we had begun to fear that the report had had its origin only in the fo'castle. The graceful little Gloucester lay alongside the great, ugly Sterling, while on the other side rocked the long, narrow dynamite cruiser Vesuvius, both drawing coal from the seemingly inexhaustible hold of the collier. About us lay a number of naval vessels, dark and lowering in their war paint. Suddenly there was a boom from the Dolphin, and a puff of smoke from her port side floated off toward the shore. Everybody was on deck in a jiffy, coal baskets were dropped, and our eyes were fixed on the Dolphin, awaiting the next shot. But it came from an unexpected direction. The St. Paul was directly astern of us, and she now let fly shell after shell, as though to make up for all the time lost as a peaceful ocean liner. Then the Marblehead belched forth a volley, followed by the Suwanee, and even by the great, hulking Scindia, which combines fighting with her legitimate occupation of coal carrying. The battleship Oregon was also coaling, so she was forced to restrain her ardor. Her time, however, was coming.

Big Din from Small Guns.

Shell after shell was fired by the little fleet—sometimes singly, sometimes two or three together. None of the guns was of very high calibre—six inches was the limit—but still the din was sufficient to make one think of bedlam. Yet it was as nothing compared with the firing of a single gun close at hand; in that case one's ears tingle for an hour afterward, and everything, so to speak, has an unnatural sound, if it retains any sound at all. For twenty minutes the firing continued, when it came to a close as suddenly as the beginning.

Exactly what all the trouble was about we did not at first know. The shells were fired seemingly into space, nothing but a wide, vacant plain being visible toward the north, the direction in which the guns were pointed. Inquiry, however, elicited the fact that Spanish guerrillas had been reported scattered through the underbrush a little way back from the harbor, and that our endeavor had been to make it so warm for them that they would be forced to evacuate. Exactly the amount of success achieved it was impossible to say, but it would require, I think, a pretty brave Spaniard to linger longer where such showers are common occurrences.

Guantanamo a Fine Harbor.

At the present time there is always a plethora of American warships at Guantanamo, our new Cuban port. Cuba is a country of fine harbors, and we now possess one of the best for our purposes. Superficially, Guantanamo and Mole St. Nicholas are very similar. Both are in the shape of a basin, with a piece bitten out for entrance. Guantanamo is larger than the Haitien port, being about one mile and a half to two miles across at its widest part. Fifty vessels could comfortably ride at anchor there at one time. The south shore rises directly from the water about 100 feet in the air, and on the edge of this precipice are pitched the tents which shelter the marines, pitiably few in number, who hold the place. There are about 300 of them now in camp, supplemented by about as many Cuban soldiers. Opposed to them are supposed to be about 2,500 Spaniards, who, however, show considerable respect for the guns of our vessels.

Away in the distance to the south one can distinguish a faint line of mist, which is said to be hills. Otherwise the view is uninterrupted. Toward the northeast, facing the entrance, a narrow arm of water opens inward, winding back toward the north. On this so-called river is situated Caimera, the little village about three miles inland which serves Guantanamo City as seaport. The city itself is some six or eight miles further inland. Nothing would have given us more pleasure than to steam up to the little town and tackle the Spanish gunboat which was known to be lying there at anchor, but knowledge of mines along the way lent us discretion. From the deck we could catch sight of the lighthouse at Caimanera, but none of the guns was trained on it.

Lighthouse the Oregon's Target.

In the afternoon, however, the Oregon thought to try the effect of her shells on this target. In all she fired ten shots, four of them being from her thirteen-inch guns. From the deck it was impossible to see the damage done, but from the masthead several of the shells were seen to reach the mark. It was a picture to see the rails and firing tops of all the vessels crowded with sailors in white, watching the one-sided battle. As an isolated event the shelling of the shore was of but slight importance; as an event, however, in the chain that leads to the permanent possession by the United States of a Cuban coaling and cable station, it is of great significance. The importance of the taking of Guantanamo is much more likely to be underestimated than exaggerated.

That we will ever abandon the harbor may well be doubted. Indeed, naval officers do not entertain any doubt at all as to the answer to this question being in the negative.

NORTHWEST GIVES THANKS.

General Observance of the Day as Requested by the President—Archbishop Ireland Prays for Peace.

ST. PAUL, Minn., July 10.—The observance of the President's proclamation of Thanksgiving for victory and prayer for peace, which began in the Jewish synagogues in this city yesterday, was general throughout the Northwest to-day by all denominations, Protestant and Catholic alike. Archbishop Ireland chose the war and the proclamation by the President as the theme for a sermon at the cathedral to-day. In the course of his sermon he said:

"A new America has risen up. A new era has dawned in our history. America, as never before, is conscious of her power; the nations of the earth, as never before, understand her power. The child of a century is a giantess whose arms reach beyond her own vast continent across distant oceans. God, indeed, has blessed her. The ideals of America are in God's designs, the ideals of all humanity. And America triumphs that popular liberty may triumph and a new order of things spring up for all humanity.

"Present glory and power come to America through war. We may wish that peace and not war had brought such blessings. Yet, as we survey history, it does seem as if war were one of those mysterious agencies through which Providence works in shaping these destinies of nations.

"But war is always terrible. If it be God's will, may war cease. The chieftain of America prays for peace and bids the people pray for peace. Magnanimous McKinley, worthy chieftain of a great people! He courted peace before war. He did all he could to avert war, to secure by peace all the beneficent results which war could bring. War coming as the loyal servant of the republic, he waged it with vigor, with skill. When its purposes are served his heart speaks out its first love—Peace. This is noble, generous, magnanimous. May God, then, we pray, so dispose minds and hearts in Spain and in America that no more of our brother men, Spaniards or Americans, be slain, that no more hearts of mothers and wives be wrung in anguish. Father of men, grant us peace."

CAMP BLACK RECRUITS READY.

Men to Fill the Ranks of the Seventy-first to Start South To-morrow or Wednesday.

HEMPSTEAD PLAINS, July 10.—The full number of men needed to fill up the ranks of the Seventy-first New York Volunteers to the Hull standard has been secured, and the last of the recruits will be mustered into the Government service to-morrow morning. The men will leave Camp Black on Tuesday or Wednesday, probably the latter day, and proceed at once to Tampa. There they will await opportunity to join their regiment before Santiago, or wherever it may be a week hence.

Shoes, blouses, hats, and blankets for the recruits arrived to-day. The rifles arrived on the railroad, but will remain in the cars over night. The outfitting of the men will take place to-morrow. There will be four drills daily besides other exercises until the men leave for the South.

Capt. Stoddard says the recruits are of the best kind of men, and he has so many men among them who have served in the National Guard that he has had no trouble in getting drill masters. He thinks the contingent will compare favorably with any body of men sent forward to fill up the ranks of a regiment in the field.

Several hundred persons visited the camp to-day to bid the soldiers good-bye. Most of them were relatives of the men. The railroad has discontinued train service direct to the camp, and all visitors had to walk four miles across the plains to reach the camp.

Great quantities of provisions and necessaries for the three regiments which are coming here this week have arrived, and more are expected daily. Lieut. William Wiegel of Gen. Pennington's staff, who is in command of the camp pending the arrival of some one to relieve him, has had his hands full. He expects to turn over the command to the Colonel who first reaches the camp with a regiment.

Some of the men who had stores near the camp ground when the first call troops were here are getting ready to open up again, but this time they will have to depend almost entirely upon the visitors, for from the first the strictest kind of military law will prevail, and the soldiers will be prohibited from patronizing the saloons.

RECRUITS FOR THE 201ST.

Two Companies Up to Their Strength—The 108th's Officers.

Two whole companies have been recruited for the Two Hundred and First Regiment. Company C, the first to be completed, was recruited up to its full strength on Friday, and the recruiting of Company A was finished Saturday evening. Company D has about seventy-five men, and Saturday night Company I, a new organization, was started on its way under the Captaincy of A. F. Orchard, with Robert S. Cooke as First Lieutenant. The Second Lieutenancy is vacant at present.

Lieut. Irwin, the mustering officer, says that no more men will be mustered into the service until they are ready to go to camp. The Government, he says, has had enough of the experiment of mustering in men unprepared and sending them to camp without proper equipment. When the Two Hundred and First leaves for Camp Black, its tents and other appurtenances will be in readiness. This will probably be in a few days. It is expected that five or six companies will be recruited by Wednesday.

The One Hundred and Eighth Regiment has now a regimental formation. Its officers are: Colonel—Eugene Kelly Austin; Lieutenant Colonel—George C. Hellner; Major—W. Roma; Chaplain—Capt. the Rev. De Witt Bridgman; Surgeons—Capt. Clinton Stevenson and Capt. R. Hawk; Adjutant—Lieut. H. Wolf.

Company Commanders—Company F, Capt. William F. Paris; Company H, Capt. Joseph L. Fornachon; Company B, Capt. S. T. Honey; Company C, Acting Capt. J. H. Moon; Company D, Acting Capt. C. J. Basle; Company G, Acting Capt. Mora; Company A, Acting Capt. Bartholomew; Company E, Acting Capt. William R. Lloyd.

The Lieutenants, so far as chosen, are Arthur Pope, T. W. Baldwin, C. H. Hollis and H. Low. The regiment will be uniformed in about one week.

TROOPS GOING TO SEA GIRT.

Five Companies from Jersey City to Start To-morrow.

The five Jersey City companies of the Fourth Regiment, N. G. N. J., to be incorporated in the Fourth New Jersey Volunteers, will leave the armory at 2 o'clock to-morrow afternoon. They will be escorted to the Pennsylvania Railroad Station by Van Houten Post of the Grand Army.

Col. Smith's commission, which reached him yesterday, is dated June 13. He completed his appointment of officers yesterday by naming Lieut. Rhoderick of Company I, Bayonne, as a Second Lieutenant.

Surgeon Broderick finished the examination of volunteers last night. He examined 608 men and passed all but seventy-one. As the five companies are to have 106 men each, this gives a surplus of seven men.

Preparations at the Camp.

SEA GIRT, July 10.—The volunteers for the provisional regiment will not be brought here before Tuesday, when the five Jersey City companies and the three Trenton organizations will arrive and at once be mustered into the service of the Government by Capt. William C. Butler, the mustering officer. Drs. Field, Broderick, and Mecray, the regimental Surgeons, have been working night and day examining the guardsmen who will compose the regiment, and the entire quota will have been examined and passed by to-morrow night. It was the intention of the Governor and the military authorities to have the volunteers arrive to-morrow, but the camp grounds required cleaning and overhauling, so the coming of the troops was deferred for one day.

SERVICES AT CAMP TOWNSEND.

How the Men of the Engineer Regiment Spent Sunday.

PEEKSKILL, N. Y., July 10.—Chaplain Fobes of the First Volunteer Engineers preached at Camp Townsend this morning. Such of the men as wished to attend a Catholic church received permission to come to Peekskill, and most of them availed themselves of the privilege. This afternoon there was a song service in the Young Men's Christian Association tent, conducted by Secretary John C. Whiting.

The day was delightful. The men lounged about, and many of them had visitors, whom they conducted through the grounds.

The baseball teams of Companies A and G had a game this afternoon, and Company A won by a score of 7 to 6. The game was warmly contested. Company I will be mustered into the service in the morning. First Lieuts. Landis and Blakeley were down from West Point to-day on a visit. The two battalions fully completed had dress parade this evening. The men of the battalion not yet completed were paraded in their company streets at the same time.

Beginning to-morrow, the caterers' service for the First Battalion will cease, and the men will have to do their own cooking. Ovens have been erected back of the company streets, the officers' tents having been moved to the edge of the old parade ground.

SPANISH CLUB COLORS.

The Cortelyou Club of Brooklyn to Discard the Red and Yellow.

The war has made a lot of trouble for the Cortelyou Club of Brooklyn. The first instance was some time ago, when the club was making arrangements for a Fourth of July entertainment at its house on Bedford Avenue. Among the events on the programmes was a series of tableaus, representing scenes in the war with Spain, the participants being a number of small boys, sons of members of the club.

No difficulty was found in obtaining boys to pose as American soldiers, but the youngsters who were asked to wear the uniform of Spain refused point blank, and no amount of persuasion could induce them to run the risk of being called "Spaniard" by their playmates. It finally became necessary to secure the services of boys from a remote section of the borough to assume the Spanish rôles in the tableaus for a consideration.

This trouble was hardly over when somebody made the horrible discovery that the club's colors, red and yellow, are those of the enemy. The colors were adopted a couple of years ago, and, as they are not displayed often, it was not until more than two months after the war began that attention was called to the matter. The discovery caused a sensation among the members, and led to the hasty calling of a special meeting to adopt new colors. This meeting will be held to-night.

MEN ALL EAGER TO FIGHT

Gen. Corbin Replies to Southern Allegations of Partiality.

VOLUNTEERS NEED TRAINING

He Says Every State Has Made Complaint Because Its Men Were Not Put Under Fire.

WASHINGTON, July 10.—Adjt. Gen. Corbin was questioned about the reports that have been published in some quarters indicating the belief that discrimination had been manifested to the prejudice of the South in ordering troops to the front. He very promptly answered that there were few Southern commands at the front, and very few commands from any part of the country in position to do fighting. Until to-day there were but three States represented at Santiago by troops. These were New York, Massachusetts, and Michigan, and the Michigan men had not been in any fighting yet.

The forces in Cuba are mostly regulars, he explained, and that was intended to be the case. He believed that troops from one Southern State, Tennessee, had been sent to the Philippines. Other States had supplied volunteers, but the supply of volunteers sent to Manila had come largely from Western States, as a matter of convenience.

"As a matter of fact," said the Adjutant General, "there has been complaint from every State that has had men mustered in because the volunteers have not been at once put where they can be killed. Indiana is very anxious to have her men under fire; Illinois is plainly urgent about it; Rhode Island has been a millstone about my neck, and was not satisfied until her soldiers were put on board and sent to Santiago.

The complaints do not come from any particular section. I think if an explanation were to be looked for closely it would be found that the men have not been sent to the front because it was regarded better to keep them at the rear until they were a trifle seasoned.

"If the war lasts they will all have a chance. What the War Department is anxious to do is to put them to the best possible use. To send them to the front if they are not ready may gratify those who want to have them under fire, but there are many things to be considered besides that."

SUNDAY IN CAMP THOMAS.

Services Held in the Twenty-two Commission Tents—Chattanooga Saloons Closed and Better Order Preserved.

CHICKAMAUGA, Chattanooga National Military Park, Ga., July 10.—The beneficial effect of Gen. Brooke's recent order limiting the number of men to be allowed permits to leave camp at one time to two from each company was noticeable to-day in the orderly quiet of the day both at the camp and in the City of Chattanooga. A provost guard did duty at Lytle and all saloons were kept closed. No soldiers were allowed at Lytle without passes, and as a consequence Sunday was observed in all respects in the big camp.

All the saloons in Chattanooga, which for the past two Sundays have been wide open, were to-day closed by order of the city authorities, so that the day was peaceful, although the streets were crowded with soldiers a large portion of the day.

Services were held in the twenty-two Christian commission tents now in operation in the camp, and the proclamation of President McKinley, suggesting that prayers for peace be offered by all ministers, was carried out. From every pulpit in Chattanooga to-day prayers for peace and the triumph of the American Army were offered by the pastors.

Masses were said by Catholic clergymen during the day at the park. Three Catholic priests arrived this morning—the Rev. McCarthy, the Rev. Belford, and the Rev. Father Chroston, the latter having been engaged in work for many years in the West Indies. These three ministers will remain with the army, and go with it to the front when it is moved.

The First Ohio Cavalry received the last of its needed equipment to-day, and it will move to Tampa early Tuesday, marching to Ringgold, where it will embark.

Gen. H. V. Boynton, who arrived yesterday, has not reported for duty, having some business connected with the Presidency of the Park Commissioners to attend to before he is ready to go into active service. He will be assigned to the command of the Third Brigade, First Division, First Corps, being the only brigade in this corps now without a brigadier in command. Gen. Boynton's brigade will be composed of the First and Third Kentucky and Fifth Illinois Regiments.

To-day the following officers ordered to report to Gen. Brooke for duty arrived and will be assigned:

Capt. E. B. Harrison, to be Quartermaster of the Second Brigade, First Division, First Corps, on the staff of Gen. Haines; Capt. William Ekin, Third Brigade, First Division, First Corps, on the staff of Brig. Gen. Boynton; Capt. Charles K. Mower, Commissary Officer, Third Brigade, First Division, First Corps.

Adjt. Gen. Sheridan stated to-day that only about 1,500 recruits were now needed to bring every regiment in Gen. Brooke's army to its full strength of 1,132 men and officers.

FIRST CONNECTICUT TO MOVE.

Brig. Gen. Gillespie, commanding the Department of the East, has issued orders directing the transfer of the First Regiment of Connecticut Volunteers to Camp Alger, Va. The orders issued are as follows:

Headquarters and Companies A, B, G, and H, from Fort Knox, Bucksport, Me.; Companies F and K from Fort Preble, Portland, Me.; Company D, from Great Gull Island; Companies E and I, from Plum Island; Company C, from Fort Constitution; Company L, from Meriden, and Company M, from Dandridge. The troops are ordered to assemble at Camp Haven, Niantic, and Fort Trumbull preparatory to going to Camp Alger.

PULLMAN MAY GO TO WAR.

CHICAGO, July 10.—Young George Pullman has left the city for Long Branch, and his friends here assert that he has gone there to bid good-bye to his mother before entering the army. It was at first said that he had enlisted, but the recruiting office records do not show that this is so.

It is said that he has been urging some of his late father's influential friends to secure him a commission, and that hope has been held out to him that one may be had. From Long Branch he will go to Washington to urge his claims.

Frank O. Lowden, his brother-in-law, to-night denied any knowledge of Mr. Pullman's intention to enter the army, but he added that commissions seemed easy to get, and it might be that one would be given to the young man. Certain friends of the latter assert positively that he will enter the service.

OUR MINISTER AT PEKIN.

PEKIN, July 10.—Edwin H. Conger, Envoy Extraordinary and Minister Plenipotentiary of the United States to China, has presented his credentials to the Emperor.

The British gunboat Algerine has gone to Ching-Kiang on the Yang-Tse, a centre of disturbances in connection with the rebellion that recently broke out in the Province of Kuang-Si. Sir Claude Macdonald, the British Minister, insists on the immediate restoration of order there, as the natives are impeding navigation.

NEW CONSPIRACY IN KOREA.

YOKOHAMA, July 11.—Another plot at Seoul, the capital of Korea, against the Government, has been disclosed.

Several prominent officials have been arrested on charge of complicity.

Others, including a former Minister of War, have fled.

Specie Payments in Chile.

LONDON, July 11.—A dispatch to The Times from Santiago de Chile says the Chilean Congress has directed all banks to comply with a thirty days' moratorium, (an emergency act of legislation authorizing a bank to suspend specie payment for a given period.)

KLONDIKE TRAVELERS PERISH.

Victor F. Maldhof of New York, ex-Consul to Annaburg, Dies on the Manook Trail.

SAN FRANCISCO, July 10.—The schooner Hattie I. Philips, from St. Michael, to-day brings the sad news of the death on the Manook trail of Victor F. Maldhof of New York, who was United States Consul to Annaburg, Saxony, during the first administration of President Cleveland.

Maldhof attempted to cross the portage from Unalakik to Kaltag, bound for Manook, in company with H. M. Morgan, correspondent of The Associated Press. Deserted by their guide, they lost their way in a blinding snowstorm. Their provisions were exhausted, their hands and feet frozen, and after subsisting on dog meat for several days Maldhof died and was buried in a snow drift.

His companion, Morgan, became snow-bound and was found by a party of Indians. After he had lain four days in his sleeping bag at the point of death, Morgan was resuscitated at the Unalakik Mission, although some of his toes had to be amputated.

The Philips also brings word of the drowning in a hole in the ice, while crossing the bay at St. Michael, of George Clark of Glasgow, Scotland, and more recently from Victoria, B. C.

FIRST PARTY FROM KLONDIKE.

Twenty Men from the Alaska Diggings Reported to Have Brought $3,000,000.

SAN FRANCISCO, Cal., July 10.—The first party of gold seekers to reach here direct from the Klondike since last Summer arrived early this morning on the schooner Hattie I. Phillips from St. Michael. There were twenty men on the schooner, and, while none of them will say how much treasure they brought, it is known that the combined wealth of the party is about $3,000,000, most of it the result of one season's work in the mines. The men brought about $50,000 in gold, the balance being in drafts.

Among the passengers on the Phillips is J. H. Ellis of Chicago, E. H. Durbin of Ohio, V. Hardie of Williamsport, Penn., and F. E. Haller of Detroit. Ten of the passengers are from Dawson City, while the others are from the camps along the Yukon.

J. H. Ellis said: "Good strikes have been made right along. At French Gulch many rich strikes were made just before we left. I located a bench claim on the 15th of last August on Big Skookum, but have not worked it yet. But a man right alongside of my claim got $70 in nuggets the first pick he struck into the ground, and from his first fire of dirt he turned up $3,000.

SHIP ARRIVES FROM ALASKA.

Passed a Wrecked and Abandoned Schooner Off Carmanah Point.

VICTORIA, B. C., July 10.—The steamer Athenian arrived Saturday from Alaska. On the trip she passed the wreck of a schooner painted black with white decks and no deck-houses. Nothing was seen of the crew. A strong southwesterly wind prevailed, and the wreck, which was lying about two miles off Carmanah Point, looked as if it would soon break up.

The Athenian estimates that the steamer Ora will bring $5,000,000 worth of dust from the mines, and it is estimated at least $20,000,000 has been brought out this year. The Tagish district is reported exceedingly rich, and all the claims that can be bonded are being taken up by a New York syndicate.

GOLD AT MICHIPOCOTEN.

A Bottle of Placer Metal Received at Sault Ste. Marie, Mich.

SAULT STE. MARIE, Mich., July 10.—Claims of locating placer gold at Michipocoten, which have been made for several months, have been accepted with considerable skepticism. J. C. Boyd, Superintendent of the Canadian Canal, received from there to-day on the steamer Telegram a bottle of placer gold panned from sand on his claim which substantiates reports of finds. This has caused great excitement here. Over 100 claims have been staked out, and a large number of men will leave for the fields.

CONFEDERATE VETERANS MEET.

Preparations Made to Receive 50,000 Persons at Atlanta.

ATLANTA, Ga., July 10.—The committee having in charge the arrangements for the reunion of Confederate veterans, which will be held in Atlanta July 20, 21, 22, and 23, have made preparations for accommodating 50,000 persons. Of this number 20,000 are veterans.

The exercises of the reunion will be held at Piedmont Park, the Agricultural Building having been transformed into an amphitheatre with seats for 10,000. The Government Building adjoining has been fitted up as a hotel, with ample accommodations.

SOUTHERN EXPRESS FRAUD.

Earl Ross Arrested in Birmingham, Ala., for Grand Larceny.

BIRMINGHAM, Ala., July 10.—Earl Ross was arrested here last night by Chief of Police McDonald on a charge of grand larceny preferred by J. C. Brock, agent of the Southern Express Company at Belle Ellen, Ala., a small place in Bibb County. It is alleged that Ross took a book of blank money orders from the Belle Ellen office and succeeded in having several of them cashed.

On the other hand Ross claimed to have paid the money to the assistant agent at Belle Ellen. Ross claimed some time since that he was on the staff of former Gov. David B. Hill of New York. He is general agent of the Western Assurance Company of Charleston, West Va., according to his own statement, and solicits accident insurance in this section.

He claims that he bought money orders in Belle Ellen to keep from carrying around so much coin, and that at the time he and the assistant agent were drinking, and that he is innocent of the charge. The amount of cash alleged to have been secured on the orders is about $180.

$175,000 FIRE IN ALLEGHENY.

The World's Theatre and Many Other Buildings Burned.

PITTSBURG, July 10.—Fire to-night, which originated mysteriously in a stable in the rear of the World's Theatre, on Federal Street, Allegheny, soon destroyed the theatre, and from there rapidly communicated to adjoining buildings.

In an incredibly short time the entire section fronting on the lower side of Federal Street, from the Sixth Street bridge to the Boyle Block, and in the rear almost to Balkam Street, was in ruins.

While the area covered by the fire was large, the loss will not exceed $175,000, as many of the buildings were small frame structures. The insurance will probably reach two-thirds of the loss. The principal losers are Delp & Bell, furniture; S. Delp & Co., bar fixtures; Bradley's old woolen mill, and the Worlds Theatre.

WESTERN STARCH WORKS BURN.

$250,000 Plant Covering 17 Acres at West Hammond, Ill., Destroyed.

CHICAGO, July 10.—Fire destroyed the plant of the Western Starch Manufacturers' Association at West Hammond to-day. The buildings covered seventeen acres of ground and had a capacity of 100,000 pounds of starch a day. Loss, $250,000; well insured.

HOTEL FIRE IN MICHIGAN.

An Establishment at St. Joseph Burns with $130,000 Loss.

ST. JOSEPH, Mich., July 10.—The Hotel St. Joseph was destroyed by fire at 1 o'clock this morning. Of the forty guests and employes in the building all escaped except I. B. Benson of Logansport, Ind. Benson was an employe and lost his life while trying to save the books from the office.

The hotel had 200 rooms and was owned by J. H. Graham of the Graham & Morton Transportation Company. Loss, $130,000; insurance, $17,000.

BELTS.

Patriotism is reflected in the latest designs of belts, belt buckles, and ornaments.

ARMY AND NAVY BELTS, exact reproductions of the belts worn in the regular service, with buckles in sterling, gilded, and in French gray; $4.75 to $6.

FANCY RIBBON BELTS, five inches wide, in black and fancy colors, with buckles and ornaments finished in gilt and French gray, and inlaid with brilliant stones. Leather belts in dark and light colors. $2.75 to $11.

THE MERIDEN COMPANY,
Silversmiths,
Electro Gold and Silver Plate,
208 Fifth Avenue, Madison Square.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

A. M.	P. M.	P. M.
Sun rises...4:38	Sun sets...7:31	Moon rises..11:47

High Water This Day.

A. M.	A. M.	A. M.
S. Hook....1:19	Gov. Isl'd...1:46	H. Gate....3:35
P. M.	P. M.	P. M.
S. Hook....1:54	Gov. Isl'd...2:33	H. Gate....4:22

Outgoing Steamships.

TUESDAY, JULY 12.

	Mails Close.	Vessels Sail.
Lahn, Bremen	7:00 A. M.	10:00 A. M.
Pretoria, St. Thomas	1:00 P. M. *1:30 P. M.	3:00 P. M.
Navahoe, Inagua, &c.	1:00 P. M.	3:00 P. M.

WEDNESDAY, JULY 13.

	Mails Close.	Vessels Sail.
Algonquin, Charleston	....	3:00 P. M.
Antilla, Nassau	1:00 P. M. *1:30 P. M.	3:00 P. M.
Caribbee, St. Thomas, &c.	12:30 P. M.	3:00 P. M.
Kensington, Southampton	10:00 A. M.	12:00 M.
Majestic, Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Portia, Newfoundland	12:00 M.	2:00 P. M.
Scottish Prince, Rio Janeiro	1:00 P. M.	3:00 P. M.

THURSDAY, JULY 14.

	Mails Close.	Vessels Sail.
Bremen, Bremen	....	12:00 M.
Jason, Cape Gracias	1:00 P. M.	3:00 P. M.
Orinoco, Bermuda	1:00 P. M. *1:30 P. M.	3:00 P. M.

FRIDAY, JULY 15.

	Mails Close.	Vessels Sail.
Dalecarlia, Pernambuco	10:00 A. M.	12:00 M.
H. Dumois, Aux Cayes, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Hillary, Barbados, &c.	2:00 P. M.	4:00 P. M.

SATURDAY, JULY 16.

	Mails Close.	Vessels Sail.
Athos, Fortune Island, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Campania, Queenstown and Liverpool	11:00 A. M. *12:30 P. M.	2:00 P. M.
Furnessia, Glasgow	10:00 A. M.	12:00 M.
La Bretagne, Havre	7:00 A. M.	10:00 A. M.
Maasdam, Rotterdam	8:00 A. M.	10:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China and Japan, per steamship Arizona, (from Tacoma,) close here daily up to July §11 at 6:30 P. M. Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Warimoo, (from Vancouver,) close here daily after July 8 and up to July §21 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) JULY 11.

Finance, Colon, July 4.
Hindoo, Hull, June 25.
Liverno, Hamburg, June 24.
Tauric, Liverpool, July 1.

TUESDAY, JULY 12.

Algonquin, Charleston, July 9.
Chattahoochee, Savannah, July 9.
Pawnee, Liverpool, June 28.
Noordland, Antwerp, July 2.

WEDNESDAY, JULY 13.

Asti, St. Lucia, July 5.
Boston City, Swansea, June 29.
Croft, Dundee, July 29.
El Mar, New Orleans, July 8.
Furnessia, Glasgow, July 2.
Hesperia, Gibraltar, June 29.
Sorrento, Hamburg, June 29.

THURSDAY, JULY 14.

Algiers, New Orleans, July 8.
Germanic, Liverpool, July 6.
Hekla, Christiansand, July 1.

FRIDAY, JULY 15.

Blaamanden, Rotterdam, July 1.

SATURDAY, JULY 16.

Avona, Antwerp, July 2.
Chesapeake, London, July 8.
Linda, Gibraltar, July 2.
Umbria, Liverpool, July 9.

Arrived—Sunday, July 10.

SS Belvernon, (Nor.,) Hanson, Port Maria, &c., July 4, with fruit and passengers to American Fruit Co. Arrived at the Bar at 6 P. M.

SS Jamestown, Davis, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS City of Augusta, Daggett, Savannah July 8, with mdse. and passengers to the Ocean Steamship Co.

SS Idaho, (Br.,) Forth, Hull June 29, with mdse. to Sanderson & Sons. Arrived at the Bar at 5 P. M.

SS Munificent, (Br.,) Garrick, Calcutta, &c., May 1, with mdse. to Norton & Son. Arrived at the Bar at 1:30 P. M.

SS New York, Johnson, Azua, &c., June 23, with mdse. and passengers to W. P. Clyde & Co. Arrived at the Bar at 3:30 P. M.

SS La Bretagne, (Fr.,) Rupe, Havre July 2, with mdse. and passengers to the Compagnie Générale Transatlantique. Arrived at the Bar at 5 A. M.

SS Orinoco, (Br.,) Fraser, Bermuda July 7, with mdse. and passengers to A. E. Outerbridge & Co. Arrived at the Bar at 4:30 A. M.

SS Massachusetts, (Br.,) Findlay, London June 30, with mdse. and passengers to New York Shipping Co. Anchored outside Bar at 11:23 P. M.

SS Vega, (Port.,) Coelho, Lisbon, &c., June 27, with mdse. and passengers to G. Amsinck & Co. Arrived at the Bar at 8 A. M.

SS Athos, (Br.,) Owen, Savanilla, &c., June 22, with mdse. and passengers to Pim, Forwood & Kellock. Arrived at the Bar at 7:30 A. M.

SS Helios, (Ger.,) Janssen, Hamburg June 26, in ballast to Gustavus Heye. Arrived at the Bar at 6 A. M.

SS Sirius, (Dan.,) Koch, Stettin June 19, with mdse. to Furness, Withey & Co. Arrived at the Bar at 5 A. M.

SS Geestemunde, (Ger.,) Langen, Hamburg June 27, in ballast to Gustavus Heye. Arrived at the Bar at 8:10 A. M.

SS Newberne, Catherine, Norfolk, with mdse. to the Old Dominion Steamship Co.

SS Victoria, (Br.,) Farrington, London June 30, with mdse. and passengers to Sanderson & Son. Arrived at the Bar at noon.

WIND—Sandy Hook, N. J., July 10, 9:30 P. M., north, moderate breeze, partly cloudy.

Sailed.

SS Forest Brook, (Br.,) for Antwerp.
SS Goldsboro, for Philadelphia.
SS Bremerhaven, (Ger.,) for Antwerp.
SS Matthew Bedlington, (Br.,) for Baltimore.
SS Gloxinia, (Br.,) for Lisbon.
SS Grecian, (Br.,) for Philadelphia.
SS Sportsman, (Br.,) for Lisbon.
SS Buffalo, (Br.,) for Hull.
SS Cheruskia, (Ger.,) for Hamburg.
SS Brilliant, (Br.,) for Bremerhaven.

Notice to Mariners.

WIND POINT (RACINE POINT) LIGHT STATION—WISCONSIN.

Notice is hereby given that on or about July 15, 1898, the flashing of the light at this station, on Wind Point, westerly side of Lake Michigan, will be temporarily discontinued for repairs to the illuminating apparatus, for a period of about ten days. During that period the light will show fixed white, produced by the present lens, stationary, and a lens lantern, with beams of alternating intensity, which will be visible about 19 and 7 miles, respectively, depending upon the direction from which the light may be seen. After the repairs have been completed the present characteristic of the light will be restored. This notice affects the "List of Lights and Fog Signals, Northern Lakes and Rivers, 1898," Page 78, No. 1,589, and the "List of Beacons and Buoys, Northern Lakes and Rivers, 1898," Page 120.

By Cable.

LONDON, July 10.—SS Nomadic, (Br.,) Capt. Clarke, from New York for Liverpool, passed Kinsale to-day.

SS Deike Rickmers, (Ger.,) from Stettin for New York, passed Dunnet Head to-day.

SS Friedrich der Grosse, (Ger.,) Capt. Eichel, from Bremen for New York, passed Dover to-day.

SS Friesland, (Belg.,) Capt. Nickels, from Antwerp for New York, passed Prawle Point to-day.

SS Ohio, (Br.,) Capt. Hadaway, from Hull for New York, passed Deal to-day.

SS Barbarossa, (Ger.,) Capt. Richter, from New York for Bremen, arr. at Southampton at 9:15 A. M. to-day and proceeded.

SS Colorado, (Br.,) Capt. Whitton, from New York, arr. at Hull to-day.

SS Oakfield, (Br.,) Capt. Jones, from New York via Antwerp, arr. at London to-day.

SS Chester, (Br.,) Capt. Dann, (from Southampton,) sld. from Queenstown for New York to-day.

SS Umbria, (Br.,) Capt. Dutton, (from Liverpool,) sld. from Queenstown for New York at 8:25 A. M. to-day.

SS Ethiopia, (Br.,) Capt. Wadsworth, (from Glasgow,) sld. from Moville for New York to-day.

The Wanamaker Store

Values, Great and Various

THE list of economical opportunities of this morning is something diverse and varied. In it four items are heavily accentuated, Linens, Children's Shoes, Men's Trousers, Cut Glass.

The miscelline character of these items is only in sound. They have a common basis, and a common classification. They are all bargains unusual. It is but an evidence of the "sweep" of a store that it on one day brings together on a single plane matters so apparently diverse in character.

A July Sale of Linens

SIX nations contribute their best to this linen show. You can compare the manufactures of Ireland, Scotland, Germany, Austria and France. Each has its own characteristics and its own points of superiority.

Our linen man spends half his year among the whirring looms of these countries, and has been doing so for half his life. His knowledge of linens is he exhaustive knowledge of the specialist. It is at your service to-day.

These goods are just what they are called;—*linen*. There is no cotton masquerading as flax, nor cotton threads concealed in the weaving. The prices will speak plainly to housekeepers and hotel-keepers. We need not dilate upon them. The items given are only suggestions. The stock can be described only by the word *prodigious*.

UNBLEACHED TABLE LINEN
At 30c. yd.—Bohemian, 63 in.; was 35c.
At 40c. yd.—Loom dice, 56 in.; was 45c.
At 56c. yd.—Damask, 72 in.; was 60c.
At 70c. yd.—German dice, 60 in.; was 85c.
At 85c. yd.—German dice, 66 in.; was $1.

BLEACHED TABLE LINEN
At 60c. yd.—Irish, 68 in.; was 65c.; 72 in., 90c. yd., was $1.
At $1.20 yd.—Flemish, 72 in., was $1.50. Other qualities, same width, at $1.40, $1.65, and $2.25; were 20 per cent. higher.

NAPKINS
At 95c. doz.—German bleached, 17x17 in.
At $1 doz.—German bleached, 18x18 in.
At $1.20 doz.—German cream, 20x20 in.
At $1.20 doz.—Scotch bleached, 20x20 in.
At $1.50 doz.—German cream, 25x23 in.; were $1.75.
At $1.65 doz.—Scotch bleached, 20x20 in.; were $2.
At $1.90 doz.—German bleached, 22x22 in.; were $2.25.
At $2 doz.—German drill, 24x24 in.; were $2.50.
At $2.50 doz.—Scotch bleached, 24x24 in.; were $2.75.
At $5 doz.—Flemish bleached, 26x26 in.; were $7.

BED LINEN
At 25c. each—All-linen hemstitched pillow cases. This is about the price usually asked for those of cotton.
At $2 pair—Hemstitched pillow cases, 27x36 in.; were $2.75.
At 85c. each—Hemstitched bolster cases, 21x66 in.; were $1.
At $1 each—Hemstitched bolster cases, 22½x54 in.; were $1.25.
At $3.50 each—Hemstitched linen sheets, 90x96 in.

TOWELS
At 10c.—Hemmed huckaback, 35x18 in.; were 12½c.
At 12½c.—Hemmed momie, 35x18 in.; were 14c.
At 12½c.—Honeycomb, 37x19 in.; were 15c.
At 12½c.—Hemmed huckaback, 36x18 in.; were 15c.
At 18c.—Fringed huckaback, 44x21 in.; were 20c.
At 20c.—Hemmed huckaback, 38x19 in.; were 25c.
At 30c.—Fringed damask, 50x22 in.; were 35c.
At 50c.—Fringed damask, 50x22 in.; were 65c.

HUCKABACK TOWELING
At 12½c. yd.—17 in. wide; was 15c.
At 18c. yd.—22 in. wide; was 22c

Fourth avenue.

Shoes for Children, Misses and Women

PART of a lot of eight thousand pairs has come to us at just about *half price*. In saying that much, the rest of the story is told. There remains but to describe the shoes themselves.

All are of tan kidskin of high grade, with kidskin tips, all have spring heels, oak tanned soles, flexible sewed. A handsome lot of shoes built to wear.

Children's sizes, 5 to 10½, D and E, 90c. a pair.
Misses' sizes, 11 to 2, D and E, $1 a pair.
Women's sizes, 2½ to 6, D and E, $1.20 a pair.

Fourth avenue and Ninth street.

More News of Cheap Dress Stuffs

VARIED news, partly of the ever-interesting remnants, partly of new goods in whole pieces, scarcely less cheap. Cheap, cheaper, cheapest,—we have been ringing the changes on the degrees of economy-in-dress for three weeks, and great has been the response thereto. But *good goods* always.

PRINTED COTTON STUFFS
12½c. Printed Lawns at 7c.—A new lot just arrived. They'll doubtless go quickly as did their predecessors; white polka dots on black ground, black and white stripes, and pink and white stripes.
12½c. Printed Dimities at 9c.—A large variety; dainty little floral designs and stripes and Polka Dots.

REMNANTS AND DRESS PATTERNS
Heaped-up tables of favorite cottons, in waist and dress-lengths, at only a fraction of their real value.
10 yd.-lengths of Printed Cotton Grenadine for 40c.; regularly $1.25.
10 yd.-lengths of Printed Corded Lawns for 50c.; regularly $1.25.
10 yd.-lengths of Dress Ginghams for 63c.; regularly $1.25.
10 yd.-lengths of Fine Printed Lawns for 70c.; regularly $1.25.
10 yd.-lengths of Printed Striped Organdies for 75c.; regularly $2.
10 yd.-lengths of Printed Irish Dimities for $1.25; regularly $2.50.
Remnants sufficient only for waists, of batistes, lawns, organdies, dimities and plumetis, in the most desirable patterns, are marked proportionately low.

ALL-WOOL DRESS BUNTING
40c. quality at 25c.—In three favored colors, cream, navy blue and black; 38 in. wide; light weight and intended for Summer wear; crisp, and will not muss nor crush easily.

Fourth avenue.

Rich Cut Glass Too Cheap

A VICTIM of his own over-production comes to us for relief. We took his stock for a price, but a price that does not represent the value of the purchase, however,—not by a good deal. But it means a bargain to us, and naturally a bargain for our public. We offer the entire lot, comprising some of the best cut glass known to the trade, at prices just 40 per cent. less than market value. This is a rare opportunity—one that will certainly be quickly grasped. Be prompt.

Ice-Cream Tray, $15; value $2[illegible]
Ice-Cream Tray, $14; value $32.50.
Celery Trays, $7.50; value $13.50.
Celery Trays, $7; value $12.
Celery Trays, $6; value $10.
Bowls, 10-inch, $15; value $25.
Bowls, 10-inch, $10; value $16.
Bowls, 9-inch, $11; value $18.
Bowls, 9-inch, $9; value $15.
Bowls, 8-inch, $8; value $14.
Bowls, 8-inch, $7; value $12.
Bowls, 7-inch, $6; value $10.
Bowls, 7-inch, $3; value $5.
Cheese Plates, $2.35; value $3.75.
Cheese Plates, $2.25; value $3.25.
Spoon Trays, $4.50; value $7.50.
Spoon Trays, $4; value $6.
Spoon Trays, $3; value $5.
Water Bottles, Water Pitchers, and Lemonade Jugs, Square and Round Cake Trays, Olive Dishes, Pin Trays, and many other pieces, all have had prices and reduced proportionately.

Broadway.

Very Remarkable News of Men's Fine Trousers

THERE came to us a few weeks ago from an English manufacturer, several thousand yards of Worsted Trouserings, in neat stripes. We made up fourteen hundred pairs of trousers from these goods, and they go on sale simultaneously in New York and Philadelphia this morning. The making was by the best tailors we could find, and the style and cut and finish are such as will be instantly approved by well-informed and scrupulous dressers.

Now for the prices. These are $7.50 trousers of the custom-made grade, and at $5 would be the best ready-to-wear trousers we ever saw. We have no expectation of being able to repeat this offer. Any size and any style, at

$3.50 each pair.

Second floor, Fourth avenue.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

MAKING SOLDIERS.

How Quickly the Transformation Appears at Chickamauga.

Dr. John McG. Woodbury, Acting Chief Surgeon of the First Division of the First Army Corps, writing from Camp George H. Thomas, Chickamauga, Ga., to The Medical News, says:

"The first thing that strikes one at this camp is the tremendous grim earnestness of all, both officers and men, and the singleness of purpose animating every one. The material is wonderfully apt and adaptive. Originally clerks, farmers, mechanics, lawyers, doctors, (for not a few of our profession are in the ranks,) from all callings in life, they are being hammered into shape as soldiers by the hardest sort of drill and training. It is wonderful to see them improve almost daily. By weeks the improvement is as distinct as the steps on the Pyramid of Gizeh. The raw Kentucky mountaineer comes in lank, slouchy, and stooping, shambling of gait, careless of his personal appearance, and in many cases barefooted, and anything but soldierly in carriage. A week's setting-up exercises, calesthenics, given an hour every morning and afternoon, the clean uniform that must be kept just so clean, and the daily inspection make a new animal of him—clean, straight, intelligent, and neat.

"We have not many sick; the men are getting acclimated, and are learning to care for themselves. Regiments, like the First Maine and the Wisconsin troops, which came with good camp cooks, drawn from the lumber camps, who could properly prepare the rations, have had little or no trouble with their food, but some of the regiments from other States, mainly recruited from small towns, have had much to contend with in this respect.

"The very hardest thing for the National Guardsman or militiaman to unlearn is the fact that he is no longer in any State organization, and that this is not the Summer camp, which in days gone by has been a place of pleasant outing, but is war, and that it means work, work, work, of the very hardest kind. They have first some things to unlearn, and then they must begin to learn, first that in the army the cleanliness that out of the army is next before godliness takes precedence of everything else by miles. Clean, clean, clean, be clean! is the cry of every inspecting officer."

Educational Reform in China.

From The London Chronicle.

The news to hand that the Chinese Emperor has issued an edict ordering that in future the examinations of the "literati" shall comprise subjects which form the basis of examination at European universities, instead, as hitherto, of being limited to the Chinese classics, supplies the most important item of news received from the Far East for some time past. If this announcement is to be relied on, it marks the first step in a social revolution which can only end in the rejuvenation of China. The one great stumbling block to the progress of the Celestial Empire has all along been the attitude assumed by the Mandarin class, which, grossly ignorant of all that concerns the well being of the country, has directed its energies to corrupt influence and personal gain. If once the principle of liberal education be admitted into the Chinese curriculum, there will undoubtedly be hope for the solidarity of the empire, which for nearly 5,000 years has managed to survive its foes. The principle on which the Chinese Government has hitherto been carried on has been corruption, tempered by the survival of the unfit.

LOSSES OF GEN. WHEELER

Corrected List of Killed, Wounded, and Missing in His Division.

CAVALRY AND ROUGH RIDERS

Victims of the Fighting Before Santiago July 1, 2, and 3—Survivors Brought Home.

Copyright, 1898, by The Associated Press.

BEFORE SANTIAGO DE CUBA, July 8, 4 P. M., Via Port Antonio and Kingston, Jamaica, July 9, 9 P. M.—The following is a corrected list of the casualties to Gen. Wheeler's division in the engagements of July 1, 2, and 3:

Killed—First Brigade.

Lieut. Col. J. M. HAMILTON, Ninth Cavalry.

Trumpeter THOMAS POOLE, Troop E, Third Cavalry.

Private WILLIAM C. ROLLO, Troop [illegible], Third Cavalry.

Private DAN D. COOLEY, Troop K, Third Cavalry.

Wagoner M. F. PERKINS, Troop C, Sixth Cavalry.

Saddler J. S. LANGREY, Troop D, Sixth Cavalry.

Private E. ROSA, Troop G, Sixth Cavalry.

Trumpeter CHARLES SCOTT, Troop G, Sixth Cavalry.

Trumpeter L. FORT, Troop H, Ninth Cavalry.

Private J. JOHNSON, Troop H, Ninth Cavalry.

Wounded—Third Cavalry.

Major H. W. WESSELLS, Jr., Third Cavalry, commanding the regiment; in the neck, slightly.

Musician C. E. PHELPS.

Troop B—First Lieut. A. THYER, Sergt. J. B. ANDREWS, and Privates J. McDONALD, R. HAUSER, and J. L. FENFROCK.

Troop C—First Sergt. J. T. MURPHY, Sergt. C. A. SEVARE, and Privates B. EAGAN, A. W. FAIRBROTHER, J. W. FEARN, and J. CURTILL.

Troop E—First Lieut. A. C. MERILLAT and Privates A. J. ANDERSON, R. W. LESTER, J. E. NOLAN, WILLIAM McNEIL, H. WADE, A. LUADA, and Wagoner JOHN LEARY.

Troop F—Capt. G. A. DODD and Privates F. KEOGH and GEORGE FOORSTIN.

Troop H—First Lieut. O. B. MYER, Sergt. WILLIAM H. REESE, Corp. W. G. BIGGERS, and Privates M. ALTHOUSE, GEORGE HORN, Jr., J. PALSTER, and H. R. ELLIOTT.

Troop M—Corp. W. A. ARMSTRONG and Privates P. WARD, K. HORTON, H. A. MITCHELL, E. S. COOLER, THOMAS W. STRYDER, C. M. MARTIN, and R. MOLLYNEUX.

Troop K—Capt. GEORGE K. HUNTER, Sergt. H. SCHLEGEL, Trumpeter JOSEPH A. GOLDEN, Privates CHARLES T. CASE, A. FLUGEL, THOMAS P. GORDON, CHARLES MOLIN, CHARLES G. SCANLON, WILLIAM A. WEILDE, and EDWARD BONNER, and Sergt. THOMAS W. RANNEY.

Wounded—Sixth Cavalry.

Lieut. Col. H. CARROLL.

Capt. J. B. KERR, in the left arm.

Capt. A. P. BLOCKSAM, in the right leg.

Second Lieut. W. G. SHORT.

Second Lieut. ARMSTRONG.

Troop A—Sergt. J. FELT, in the left leg; Privates E. BOLGER, in the abdomen; O. GROUSE, in the ankle; G. MAN, in the left leg; F. WINGARTH, in the thigh; W. B. WRAY, in the right foot; H. MULLER, in the right hand; J. A. HOWELL and Corp. THOMAS LEWSI, in the left shoulder; Corp. FEWSTAY and Trumpeter S. H. ARNOLD, in the right leg.

Troop G—Sergt. L. ANDERSON, in the right hip; Corp. M. MEYER, in the left thigh; Trumpeter W. L. MURPHY, in the right shoulder; Privates W. T. EARLE, in the left hip; R. CONDER, in the left hand, and W. RULLER, in the right ankle.

Troop K—Corp. S. PETERSON; Trumpeter J. WILSON, through the breast; Privates HUNT, in the left leg; H. GARRISON, in the right leg; W. MILLER, and A. RUNYON, in the head.

Wounded—Ninth Cavalry.

Capt. C. W. TAYLOR.

First Lieut. W. S. WOOD.

First Lieut. MARMAVER.

Sergt. THOMAS B. CRAIG.

Troop C—Sergt. A. MOORE, Corp. ERWINE, and Privates TRAPPEN, GANDY, WARREN, and HENDRY.

Troop D—Sergt. H. F. WALLERS and Privates B. H. BULLOCK and W. TURNER.

Troop E—Privates HENEM J. FULL and A. WILSON.

Troop H—Corp. J. MASON, Privates E. D. FENTSON, W. PRINCE, and E. DAVIS.

Missing.

Sergt. J. S. BALL and Privates L. FROWAN and B. HORPAN of Troop G, Sixth Cavalry.

Private H. P. CROOSE of Troop H, Third Cavalry.

Acting Assistant Surgeon HERRON DANFORTH, with the Ninth Cavalry, was shot in the head at the hospital and killed.

Killed—Second Brigade.

Tenth Cavalry—First Lieut. WILLIAM H. SMITH, First Lieut. WILLIAM E. SHIPP, Corp. WILLIAM F. JOHNSTON, Troop B; Private JOHN SMOOT, Troop A; Private JOHN D. DODSON, Troop C; Private GEORGE STOVELL, Troop E, and Private WILLIAM H. SLAUGHTER, Troop M.

First Cavalry—Major A. G. FORSE and Sergt. HENRY ANDERSON, Troop A; Sergt. MICHAEL McGARTEN, Troop B; Corp. WILLIAM A. PIXTON, Troop D; Sergt. WILLIAM SMITH, Troop D; Corp. FREDERICK LANDMARK, Troop D, and the following privates: EDWARD E. DELBRIDGE, CHARLES D. JACOBS, J. R. EDWARDS, FROLKY, ADAM, GUMB, RICHARD L. LUNDER, and MELVIN RAY of Troop I.

First Volunteers, Troop A—Corp. O'NEILL and Privates FREDERICK CHAMPLIN, LEWIS REYNOLDS, JAMES BOGLE, and C. B. D. JARRY.

First Volunteers, Troop B—Capt. G. K. HALL and Privates JOHN SWEATMAN, K. NORTON, DAVE LOGUE, and RAY L. CUSHIN.

First Volunteers, Troop E—Privates HENRY C. GREENE and JOHN F. ROBINSON.

First Volunteers, Troop K—Sergt. HENRY H. HAYWOOD and Private HAROLD W. LADLEY.

First Volunteers, Capron's Troop—Privates MILO HENDRICKS and WILLIAM CATO.

Wounded—Tenth Cavalry.

Major T. J. WINT, in the leg.

Lieut. M. H. BARNUM, Adjutant General, in the right hip.

Capt. JOHN BIGELOW.

First Lieut. R. L. LIVERMORE, slightly.

First Lieut. E. D. Anderson, slightly.

Lieut. F. R. McCOY, severely.

Second Lieut. H. O. WILLIARD, in the left knee.

Second Lieut. H. C. WHITEHEAD, in the head, slightly.

Second Lieut. T. A. ROBERTS, severely.

Troop A—Sergt. SMITH JOHNSON, Corp. JOSEPH A. MITCHELL, Trumpeter NATHAN WYATT, and Privates WILLIAM A. COOPER, BENJAMIN FRANKLIN, WYLIE HIPSHER, RICHARD JAMES, ROBERT E. LEE, DANIEL BLUE, LUTHER N. GOULD, and WILLIAM H. BROWN.

Troop B—Privates JOHN BRIM, WILLIAM GREGORY, and PETER SANDERS.

Troop C—Sergt. ADAM HOUSTON, Sergt. WALKER JOHNSTON, Sergt. EDWARD LANE, and Privates JOHN BROWN, WILLIAM MATTHEWS, LEWIS MARSHALL, BENJAMIN F. GASKINS, FRANK RUDGELY, and BENJAMIN F. TYLER.

Troop D—Sergt. GEORGE DYALS, Sergt. WILLIAM HATCHER, and Privates J. H. CAMPBELL, FREDERICK SHOCKELEY, WADE BLODSOE, HENRY FEARN, HENRY D. STURGIS, WILLIAM TYLER, JAMES F. TAYLOR, and Trumpeter SPRAGUE SIMS.

Troop E—Sergt. JOHN J. TAYLOR, Sergt. WILLIAM PAYNE, Blacksmith LEWIS L. ANDERSON, and Privates HENRY MacCORMACK, GILMORE GIVONS, HILY, and BROWN.

Troop F—Sergt. AMOS ELLISTON, Sergt. FRANK RANKIN, Corp. ALLEN JONES, Blacksmith CHARLES ROBERTSON, and Privates LEON TAYLOR, JOHN WATSON, and WEST.

Troop C—Corp. W. WRIGHT and Privates CHARLES ARTHUR, JOHN BROOKS, CHARLES HOPKINS, JOHN ARNOLD, JOSEPH WILLIAMS, and SAMUEL T. MINERT.

Troop I—First Sergt. ROBERT MILLBROWN, Sergt. A. G. CUKHER, and Privates FRANK BENNETT, THORNTON BOROLOY, THOMAS H HARDY, WOHLOY, JONES, HOUSTON, and RIDDLE.

Wounded—First Cavalry.

First Lieut. A. L. MILLS, Adjutant General.

Troop A—Sergt. FRANK ROBINSON and Private LOUIS BORTSEY, MARTIN L. ROBINSON, DAVID RUHL, and FRANK B. WITTAL.

Troop B—Sergt. JACOB TOLIN, Corp. JAMES RITCHIE, and Privates CHARLES SCHWARTZ, WILLIAM E. ALLEN, LEE ROGERS, RALPH E. BAKER, GIDEON O. DOLMAGE, CHARLES E. GALLUP, and RIOTUR W. MALLON.

Troop C—Sergt. FRANK A. HUNTERMARK and Privates HUGH L. DOUGLASS, JACOB HOECKSTRA, and JOHN BICKFORD.

Troop D—First Sergt. CHARLES KARSTEM, Corp. WARREN E. ELLIS, Corp. FRANK MORGAN, Blacksmith AUGUST GRIPOEMSTROH, and Privates HENRY FOSTER, JOHN J. McSHEA, and EDGAR B. JACOBS.

Troop E—Sergt. AUGUST B. LANG and Privates JOHN HILL, JAMES ROZFORKA, ELIJAH WALLS, and WILLIAM L. COOPER.

Troop G—First Sergt. MITCHELL BARRY, Sergt. WILLIAM BRITTON, Saddler JOHN WATSON, and Private ROBERT L. CONRAD.

Troop I—First Sergt. ERNEST BENDER and Privates JAMES BARKER, CHARLES L. FEMS, EDWIN C. JOERGENSON, WILLIAM A. YOUNG, ROY L. PIERCE, GEORGE REABOLT, and HUBERT C. TOWNSEND.

Troop K—Corp. CLARENCE JURBER, Farrier RUFUS CAPPENTER, and Private PATRICK LAVERY.

Wounded—First Volunteers.

Troop A—Sergt. W. W. GREENWOOD, Sergt. JAMES GREENLY, Corp. HARRY WHITE, and Privates J. WELLER, C. B. JACKSON, EDWARD O'BRIENE, FRED W. BUGBEE, and STANLEY HOLLISTER.

Troop B—Sergt. STEPHEN PATE, Sergt. DARE HUGHES, Sergt. JERRY LEE, and Privates MURPHY, HALL, SMITH, and HAMNER.

Troop D—First Lieut. JOSEPH A. CARR, Corp. HENRY MUGHER, Trumpeter STARR M. WETMORE, and Privates WILLIAM BAILEY, WARREN E. CROCKETT, THOMAS M. HOLMES, EDWARD W. J. JOHNSTON, W. MILLER, and R. L. McMILLEN.

Troop E—Sergt. FRED WESLEY, Sergt. TIMOTHY BREEN, Corp. HARMON H. WYKOFF, Corp. JOHN MEILLEN, Corp. JAMES M. DEAN, Corp. EDWIN C. WILLER, and Privates G. W. DELAMERE, JOHN P. HALL, OTTO MENGER, and C. E. McKINLEY.

Troop F—Lieut. PADOT HASKELL, Corp. M. POWERS, and Privates J. M. GREGER, H. M. GIBBS, J. G. WINTER, R. T. CLARK, W. FREEMAN, SAM GOLDBERG, and A. F. PERRY.

Troop ——First Sergt. FRED P. MAYERS and Privates WINSLOW CLARK, LEWIS GORER, ABOIN C. ASH, and JOHN M. PARRAN.

Troop K—Second Lieut. H. K. DEVERAUX, Sergt. DEVEIN, Sergt. WALTER CASH, and Privates JOHN A. ADAMS, COSBY, HOUNOTS, D. ROBINSON, SADLER, BENJAMIN LONG MASON, and MITCHELL.

Capron's Troop—First Lieut. R. C. DAY, Sergt. WILLIAM A. SIMMONS, Sergt. JOE A. KLINE, Corp. S. G. DAVIS, and Privates J. J. ROGERS, J. W. DAVIS, GEORGE SPEYER, W. W. CARPKER, D. M. BELL, A. E. SCOBEY, F. E. McDONALD, S. R. EUGART, DECK, OCKISON, D. E. PARKER, B. V. THOMPSON, Trumpeter R. McDONALD, Sergt. W. R. REBER, (gun detail,) and Sergt. RICKETTS.

Missing.

JAMES COOK, Capron's Troop, First Volunteers.

RUDOLPH DE LEON, Troop E, First Cavalry.

Saddler JOHN EUBANK and Privates GEORGE BERRY and WILLIAM JACKSON, all of Troop B, First Cavalry.

HEAVY LOSS OF OFFICERS.

Twenty-four Killed, 77 Wounded, and 21 Sick as a Result of Fighting at Santiago.

WASHINGTON, July 10.—Adjt. Gen. Corbin to-night received a dispatch from Major Rafferty, one of the surgeons who arrived at Tampa, Fla., on the Cherokee, from Gen. Shafter's corps at Santiago, giving a list of the officers killed, wounded, or sick up to July. The list furnished by Major Rafferty contained some inaccuracies, but so far as possible they have been eliminated. The list, as corrected, follows:

First Cavalry.

Major BELL, wounded.
Major FORCE, killed.
Capt. KIRK, wounded.
Lieut. MILLS, wounded.
Lieut. BYRAM, wounded.
Lieut. RIVERS, sick.
Lieut. SALSMAN, sick.
Lieut. ROBERTS, wounded.

Third Cavalry.

Gen. YOUNG, sick.
Major WESSELS, wounded.
Capt. DODD, wounded.
Capt. HUNTER, wounded.
Lieut. THAYER, wounded.
Lieut. NANCE, sick.
Lieut. MEYER, wounded.

Sixth Cavalry.

Col. CARROLL, wounded.
Capt. KERR, wounded.
Capt. STANTON, wounded.
Capt. BLOCKSOM, wounded.
Lieut. COLE, sick.
Lieut. SHORT, wounded.

Seventh Cavalry.

Lieut. STONE, sick.
Capt. CAPRON, killed.

Eighth Cavalry.

Lieut. McCOY, wounded.

Ninth Cavalry.

Col. HAMILTON, killed.
Capt. STEDMAN, killed.
Capt. TAYLOR, wounded.
Lieut. WOOD, wounded.
Lieut. RYAN, wounded.

Tenth Cavalry.

Major WINT, wounded.
Capt. BIGELOW, wounded.
Lieut. SHIPP, killed.
Lieut. W. H. SMITH, killed.
Lieut. BARNUM, wounded.
Lieut. WILLARD, wounded.

Second Infantry.

Lieut. BENNAN, sick.
Lieut. WELLS, wounded.

Fourth Infantry.

Lieut. NEAVY, wounded.
Lieut. J. J. BUNARD, killed.
Lieut. HEWES, killed.

Sixth Infantry.

Col. EGBERT, wounded.
Capt. WETHERILL, killed.
Capt. WALKER, wounded.
Capt. TONEY, wounded.
Lieut. HOWARD, killed.
Lieut. SIMONS, wounded.
Lieut. FURMAN, wounded.
Lieut. PURDY, wounded.
Lieut. GROSS, wounded.
Lieut. ROBERTSON, wounded.

Seventh Infantry.

Col. DENHAM, sick.
Col. CARPENTER, wounded.
Major CORLISS, wounded.
Lieut. GUSSARD, wounded.
Lieut. WANSBORO, killed.

Eighth Infantry.

Gen. VAN HORN, sick.
Lieut. PERKINS, sick.
Lieut. SARGEANT, sick.
Lieut. J. R. SEYBURN, wounded.

Ninth Infantry.

Lieut. Col. EWERS, wounded.
Lieut. LEWIS, killed.

Twelfth Infantry.

Capt. HASKELL, wounded.
Lieut. DOVE, wounded.

Tenth Infantry.

Major ESKERIDGE, wounded.
Capt. LINCOLN, wounded.
Capt. DRUM, killed.
Capt. DUGGAN, wounded.
Capt. VAN VLEET, wounded.
Lieut. COOPS, wounded.
Lieut. SAVILLE, wounded.

Thirteenth Infantry.

Col. WORTH, wounded.
Major ELLIS, wounded.
Capt. GUTHRIE, wounded.
Capt. CAVANAGH, wounded.
Capt. FORNANDIE, killed.
Capt. GILMAN, sick.
Lieut. A. B. SCOTT, killed.
Lieut. SLATER, killed.

Sixteenth Infantry.

Capt. MORRISON, killed.
Capt. WOODBURY, wounded.
Capt. FORLAND, wounded.
Capt. LASSITER, wounded.
Capt. LORELY, wounded.
Capt. SPENCE, wounded.

Seventeenth Infantry.

Col. HASKELL, wounded.
Lieut. DICKENSON, killed.
Lieut. LICHEE, killed.

Twentieth Infantry.

Gen. HAWKINS, wounded.
Capt. RODMAN, wounded.
Capt. MOON, wounded.

Twenty-fifth Infantry.

Capt. EDWARDS, wounded.
Lieut. McCORKLE, killed.
Lieut. KENSMAN, wounded.

Twenty-first Infantry.

Col. McGIBBON, wounded.
Major COE, sick.

Twenty-second Infantry.

Col. WIKOFF, killed.
Col. PATTERSON, wounded.
Capt. CRITTENDEN, killed.
Capt. MOSHER, wounded.
Capt. JONES, wounded.
Lieut. PATTERN, sick.
Lieut. GODFREY, wounded.
Lieut. WESSEL, wounded.
Capt. LEWIS, sick.
Lieut. STONE, sick.

Twenty-fourth Infantry.

Col. LISCUM, wounded.
Capt. BRENDON, wounded.
Capt. DUCAT, wounded.
Capt. BRETT, wounded.
Lieut. LYON, wounded.
Lieut. LAWS, wounded.
Lieut. GURNEY, killed.
Lieut. AUGUSTIN, killed.
Lieut. WELSH, sick.
Lieut. MILLER, sick.

Summary.

Killed, 24; wounded, 77; sick, 21. Total, 122.

SKETCHES OF THE OFFICERS.

The officers of the Tenth Cavalry, sketches of whose careers are given herewith, are among those wounded in the battle before Santiago, whose names have not been mentioned previously in THE NEW YORK TIMES:

Lieut. Edward D. Anderson.

First Lieut. Edward D. Anderson, who is reported as slightly wounded, is a native of Tennessee, and was appointed from that State to the Military Academy at West Point on June 18, 1887. Upon his graduation he was promoted to be Second Lieutenant of the Fourth United States Cavalry. He took a course at the Infantry and Cavalry School at Fort Leavenworth, Kan., being graduated in 1895. On Nov. 6, 1897, he was commissioned First Lieutenant in the Tenth Cavalry, and attached to Troop C.

Lieut. Richard L. Livermore.

Lieut. Richard L. Livermore, who was slightly wounded before Santiago, was born in New York, but appointed on June 16, 1887, from New Jersey, to the West Point Military Academy. On June 12, 1891, upon graduation, he was commissioned Second Lieutenant of Cavalry, and attached to the Eighth Regiment. On June 22, 1895, he was transferred to the Tenth Cavalry, Troop A. Lieut. Livermore ranked second among cavalry Second Lieutenants at the beginning of the war, and was recently promoted to his present rank.

Lieut. Harry O. Williard.

Second Lieut. Harry O. Williard, wounded in the advance on Santiago, was appointed to the West Point Military Academy from Texas, his native State, on June 15, 1892, and upon his graduation was commissioned Additional Second Lieutenant of the Tenth Cavalry June 12, 1896. On Sept. 30 of the same year he was transferred to the Seventh Cavalry as Second Lieutenant, to rank from June 12. His transfer to the Tenth Cavalry, where he was attached to Troop B, was made on Feb. 16, 1897.

Lieut. H. C. Whitehead.

Second Lieut. H. C. Whitehead, who was slightly wounded in the head in the battle before Santiago, is a Texan by birth, and a classmate of Lieut. Williard, having been appointed from his native State to the West Point Military Academy on June 15, 1892. His promotion to an Additional Second Lieutenancy in the Seventh United States Cavalry was made on June 12, 1896, and on Feb. 3, 1897, he was transferred as Second Lieutenant (to rank from June 12, 1896,) to the Tenth Cavalry. He was attached to Troop F.

WOUNDED OFFICERS AT TAMPA.

Some of Those Able to Bear the Transportation May Be Brought Further North.

WASHINGTON, July 10.—Another grim reminder of the dark side of the war came to the War Department to-day in the shape of a list telegraphed from Tampa of the wounded and sick officers brought into that port yesterday on the transport Cherokee from Siboney. It did not include the names of enlisted men, but this may follow shortly.

The Surgeon General will consult the medical officers now at Tampa as to the disposition of the invalids, and it is probable that such of them as are able to bear further transportation will be brought North, where they will be surrounded by better conditions than exist at the temporary and crowded Southern hospitals. The list of the wounded and sick officers brought by the Cherokee is as follows:

"Port Tampa, Fla., July 9.

"Adjutant General United States Army, Washington, D. C.:

"List of officers wounded on Cherokee:

"Capt. JOHN BIGELOW, Jr.; thigh and calf of left leg.

"Lieut. M. H. BARNUM; right hip.

"First Lieut. G. H. GODFREY; scalp.

"Major ELLIS, Thirteenth Infantry; left knee.

"First Lieut. W. H. WASSELL; left cheek and neck, also left hand.

"Lieut. W. S WOOD, Ninth Cavalry; right cheek and throat.

"Capt. J. E. BRETT; right elbow.

"Lieut. H. L. KINNISON; left breast and elbow.

"Lieut. H. G. LYON; right hip.

"Capt. A. C. DUCAT; both thighs.

"Lieut. W. H. SIMMONS; right arm.

"Lieut. R. E. SPENCER; right leg and left hand.

"Capt. LASSITER; right side.

"The following are sick: Gen. S. B. M. Young, Capt. A. B. Heyl, Capt. S. F. Allen, Lieut. C. M. Saltzman, Lieut. G. H. Patten, Lieut. F. W. Lewis, Capt. Robert Sewell, Lieut. W. E. P. French, Major J. N. Coe, Chaplain Dwight Gallinger, Lieut. W. G. Rivers, Lieut. C. B. Humphreys, Lieut. F. Perkins.

"All are sick from the effect of heat, but are doing well. OGDEN RAFFERTY,

"Major and Surgeon, U. S. V."

HOSPITAL TRAIN FROM TAMPA.

TAMPA, Fla., July 10.—The transports Iroquois and Cherokee brought 450 wounded men from Santiago. These have been distributed to-day to positions on shore and the transports are awaiting orders.

At daylight the long train of hospital cars was thrown open for the reception of those who were going to Fort McPherson, and 223 men were placed aboard.

Eighty-seven were sent to the general hospital of the Fourth Army Corps and the surgeons there had their first experience in dressing war wounds. While the sufferers lay upon the rough pine table they gave an account of how the wounds were received. Invariably, they said, when the Mauser bullets struck, they were knocked down, but suffered little. The holes seemed to have been neatly drilled through the flesh or bone, making no laceration. Only one man was unable to walk, all the others having sufficiently recovered to do so.

The wounds were mainly in the hands, arms, and feet. Men with their feet bundled in white cloths and their arms in slings were in abundance. They talked good-naturedly of the fight and spoke highly of the enemy. Many of them have souvenirs, such as machetes and Mauser bullets, some having retained the bullets that wounded them.

The surgeons in charge report all the men doing well. The hospital train left for Fort McPherson at noon to-day, and the balance of the wounded will leave on the same train next Tuesday. Lieut. W. G. Mason, who has been stationed on the Prairie with the blockading squadron off Havana, passed through here to-day for Washington, in response to orders.

SOLDIER STRUCK BY A TRAIN.

Private Tracey, Eighth New York, Fatally Hurt at Chickamauga.

CHICKAMAUGA NATIONAL PARK, July 10.—Private Tracey, Company L, Eighth New York, was struck by a train this morning at Lytle, and is now in the division hospital in a precarious condition with a fractured skull and internal injuries. His recovery is doubtful.

A Critic Criticised.

From The Philadelphia Times.

THE NEW YORK TIMES, which has recently been so solicitous concerning the English used by Secretary Long, says, in speaking of the situation and health of our soldiers at Santiago: "Gen. Shafter isn't real rugged himself."

W. & J. Sloane

SPECIAL ORDERS

Now taken for delivery next Autumn for

WHOLE CARPETS,

Woven in one piece to cover any space, in

FRENCH AUBUSSON and SAVONNERIE,

BERLIN, HAND-TUFTED & SCOTCH AXMINSTER,

INDIA, TURKISH and other fine grades.

Designs prepared to suit any period of decoration.

Broadway & 19th Street.

IN MANILA A MONTH AGO

Condition of the City at That Time as Seen by a Visitor.

ADMIRAL DEWEY'S POPULARITY

How the People of the Islands Have Been Robbed by Their Spanish Masters—Their Ignorance.

Correspondence of The Baltimore Sun.

HARBOR OF MANILA, June 5.—Communication with the shore is easy, thanks to the permission of Admiral Dewey, who has shown most remarkable powers of administration under anomalous circumstances. It must be understood that Spanish rule still prevails, and that there are about 25,000 troops in the capital. It is said that the Government has enrolled about 100,000 volunteers, but this, I take it, is brag. It would simply mean that it had reinforced the insurgents with that number of men.

Here, then, is Dewey, with his small squadron, not only overawing the heavy odds of Spanish troops, but in possession of the harbor and preventing the arrival of supplies. Hunger, or rather famine, will render any man desperate, but, although there is some stealing and robbery, yet the city is kept in remarkably good order, but only on account of Dewey's presence.

It is, however, not safe for a stranger to walk the almost deserted streets, and more dangerous, of course, to go openly as an American correspondent. Letters of introduction from Shanghai friends to an old and wealthy German resident left the impression that I am here in the interest of a German paper, and I have taken excellent care not to destroy that illusion. The consequence is that the Spanish officers to whom I have been introduced talked with considerable freedom. It is impossible not to marvel at the ignorance manifested by them.

Swaggering Spanish Officers.

A walk through the business part of the city has a depressing influence. The Plaza del Padre Moraga and the Rosario are deserted save for the swaggering, fierce-looking Spanish officer, who has not yet realized that Othello's occupation is gone. These officers, one and all, are convinced that Europe will interfere to prevent the despoiling of Spain. They talk of kindred races, and in the same breath mention the absolute certainty of German intervention. It is all nonsense, of course, for although Germany would by no means object to secure these rich colonies, the attitude of England is such that no European power will dare obstruct Admiral Dewey's measures. I only mention the tenor of these conversations to show that all self-reliance of the Spaniards is utterly gone.

Grievances of the Natives.

I doubt very much if our troops will have to fight, notwithstanding the fact that the very existence of the Spaniards is at stake. There is no ghost of a doubt that every inhabitant of Manila, excepting those who boast of being born in Spain, is an insurgent or a sympathizer with the insurrection. These people will not talk to me, being suspicious of the company I frequent, but I can readily account for the universal hatred prevailing against all that is Spanish. What a milch cow these islands have been to the Spaniards! What a host of ignorant, idle hidalgos have fattened upon the huge sums diverted from the unfortunate workers.

Some Significant Figures.

And what has Spain done in return? The document from which I translate this states the facts with scathing bluntness: More than $17,000,000 is the amount consigned in the Philippine budget for that year, but not a penny is allowed for public works, highways, bridges, or public buildings, and only $6,000 for scientific studies, indispensable repairs, rivers and canals, while the amount set apart for religious purposes and clergy amounts to nearly $1,400,000. This sum does not include the amounts paid to the clergy for baptisms, marriages, sale of indulgences, papal bulls, and scapularies, which exceeds the Government allowances. The magnificent sum of $40,000 is set apart as a subvention to railway companies and new projects of railways, but the College for Franciscan Monks, in Spain, and the transportation of priests comes in for $55,000!

It seems really as if the world had gone back three centuries and as if we were living in the time of bloody Philip II., after whom these most unfortunate islands were named. Six thousand dollars for all new improvements, yet the choir of the Manila Cathedral receives $4,000 and $60,000 is set apart for the support of the cathedral! Public instruction, including naval, scientific, technical, and art schools must be maintained at a gross expense of $60,000, and from this pittance museums, libraries, the observatory, and a special chair in the University of Madrid must be paid. Add to this the squeezing and peculation of every Spanish official from the Governor General down to the lowest alguacil, and it is no wonder that these people, robbed right and left of the fruits of their toil, hate the Spaniard and will have no more of Spanish rule.

Aguinaldo's Attitude.

I acknowledge that I was not predisposed in favor of our good friend and ally, Don Emilio Aguinaldo y Fami, or Gen. Aguinaldo, as he is known to fame. The fact cannot be denied, nor does he attempt to deny it, that he received $800,000 from Governor General Primo de Rivera and that he refused to share with his fellow-insurgents as had been understood. But Gen. Aguinaldo is helping to make history, and I was anxious to obtain for your readers a true account of this man and of the rôle he has played in his island home. The information I secured is rather favorable to him, the more so since my informants, old residents of Manila, did not manifest very friendly feelings for the leader of the insurgents. I have taken every possible means to verify the account.

In the latter part of last year the insurgents held the mountains, while the Spaniards were masters of the principal towns and villages on the coast. Gen. Primo de Rivera understood that an end must be made to this condition of affairs, and by means of two well-to-do natives, whom he dispatched to Aguinaldo at Biacha-Bato, entered into negotiations with the insurgent leader. A council was held and the insurgents agreed to lay down their arms on the following conditions:

First—The expulsion or secularization of the religious orders and the abolition of all the official vetos of these orders in civil affairs.

Second—A general amnesty for all rebels and guarantees for their personal security and from the vengeance of the friars and parish priests after returning to their homes.

Third—Radical reforms to curtail the glaring abuses in the administration.

Fourth—Freedom of the press to denounce official corruption and blackmailing.

Fifth—Representation in the Spanish Parliament.

Sixth—Abolition of the iniquitous system of secret deportation of political suspects.

Spaniards Broke Faith.

Does not the simple enumeration of these conditions of peace condemn the colonial system of Spain? And in accepting these conditions did not the Governor General admit that the abuses existed? For Governor Primo de Rivera did agree, but insisted that the leaders should leave the country. To provide them with the means of living, since all their property had been confiscated or destroyed, the Government paid them $800,000.

So far all was well. But when peace was restored and the insurgent leaders had left, Spain's Governor General refused to execute any and all the conditions agreed upon, playing the same trick that had been successful with the Cubans after the peace of Zanjon signed by Martinez Campos. More than that: No sooner had arms been laid down than the religious orders commenced to persecute these insurgents who had not been able to leave, trump up imaginary charges against them, and have them arrested.

A Republic Planned.

Aguinaldo and his associates had left for Hongkong, and the former continued on to Singapore, where Spanish agents tried pretty hard to get hold of him. Even before the war with America broke out, it seems that he had decided to revive the insurrection, Spain's violation of the agreement absolving him. On the 24th of April, Aguinaldo met the Hon. E. Spencer Pratt, United States Consul General, in the presence of Messrs. Howard W. Bray, Aguinaldo's private secretary; J. Leyba, Col. M. H. del Pinar, and Dr. Marceline Santos.

In this interview Aguinaldo described the causes and incidents of the last rebellion and explained the nature of the co-operation he could give in case of war, while he promised to maintain order and to conduct the war on civilized principles. He declared his ability to establish a responsible government on liberal principles, and that he would be willing to accept for Luzon the same terms as the United States intend giving to Cuba.

Consul Pratt communicated by telegraph with Admiral Dewey, at whose request Aguinaldo left Singapore for Hongkong on April 26. Since then Aguinaldo has done some fighting, he has given evidence of pluck and ability, and thus far he has kept his agreement. He has certainly great influence and a host of followers among the Philippines.

Aguinaldo's scheme is a republic with himself as President, and he thinks that in this scheme he has Admiral Dewey's support. But, although the American hero received the insurgent leader kindly, gave him two modern field pieces, 300 rifles, and plenty of ammunition, Dewey has proved himself too subtle a diplomat to commit either himself or the Government to any wild scheme. Fancy a republic of some 8,000,000 people of whom one-half are savages and the rest, not more than about 50,000 excepted, has such civilization as Spain chose to impart. Of these 4,000,000 not more than 2 per cent. can read. The Spaniards and Philipinos, that is, natives of the Philippines of Spanish parents, number perhaps 100,000. To establish a republican form of government under these circumstances would mean to plunge them at once into barbarism.

Admiral Dewey Popular.

I have mentioned Admiral Dewey's ability as an administrator and diplomat. While maintaining a most vigorous blockade he willingly gave permission to a delegation of British and German merchants to remove their families to Cavite. He ordered that place to be made sanitary and placed Consul Williams in charge. The consequence is that wealthy Manila families, like that of the Cortes, have placed all their houses in Cavite at Dewey's disposal. He has made himself exceedingly popular among the British shipmasters. Instead of carrying on with the absolutism of a conqueror he has aided and facilitated their business so far as it did not interfere with his duties. His praise is sounded in every port in the Far East; and when he was in need of coal these shipmasters readily sold him 3,000 tons, so that he was well supplied.

Lying Reports.

In the meanwhile Manila papers, all of which are under Government control, try to keep up courage by all sorts of lying and sensational reports. They maintain still that the Baltimore was so damaged in the late battle that the American Admiral decided to scuttle her. The latest issue contains a proclamation from the Archbishop stating that four Spanish battleships are on their way out, and that God has informed him that in the next engagement the armies of the most Christian Spain will be victorious. The Church dignitary is doing his utmost to revive the religious wars of the sixteenth century.

Manila Easy to Take.

I stated before that I do not think our boys will have to fight in order to capture Manila. My reasons are twofold. The vigorous blockade maintained by Dewey has rendered provisions scarce, and while the Spanish officers may swagger, fighting on an empty stomach needs great moral stamina. They are, besides, doing their level best to alienate the Philipinos. After enrolling a number of volunteers, promising high pay—sometimes as high as $1 (Mexican)—besides food and clothing, they give nothing, and a sharp rising of these volunteers is expected should the Americans decide upon a siege or a bombardment. Horseflesh sells here now at $1.50 (Mexican) per pound, and other provisions are in proportion. The city would surrender at once, and gladly, were it not for the religious orders.

A Pencilled Will.

From The Washington Star.

Many curious documents, known to the law as "last wills and testaments," are filed with the Register of Wills for probate during the course of a year, but a scrap of paper brought to Register J. Nota McGill to-day and placed on record has not had an equal since the wills of the poor frozen members of the Jeannette expedition to the arctic regions were brought back by the Greely relief party. The members of the Jeannette and Greely expeditions wrote their wills on the backs of envelopes or any piece of paper that could be found. The will filed to-day is a pencil scrawl on the back of a small yellowed and worn deposit slip of the Traders' National Bank of this city. In full this unique little will is as follows:

"Washington, May 27, '94.

"Know all persons that I have willed and bequeathed to Mary A. Griswauld at my death the diamond ring that I have now in my possession. B. B. CHASE."

The Spaniards.

From The Ottawa (Canada) Free Press.

The American press gives credit to the "desperate courage" of the Spaniards. It is deserved individually. But collectively and nationally it partakes more of the foolhardy. It seems doubtful whether the Spanish people or the blockaded army in Cuba are fully seized of the facts concerning the situation. We, who are outside, can reasonably believe this to be the case in view of the notorious mendacity which has been evidenced throughout by the Spanish. The much-abused Lieut. Carranza seems to have come nearer telling the truth as to the situation than any one else.

MANY NEW COLLECTIONS

Work for the American Museum of Natural History Constantly Going On.

BIG TERRA COTTA FIGURE

It Was Excavated by Mr. Saville in the Zapoteca Region, Where Many Curious Things Were Found.

The ordinary, unposted citizen passing along Columbus Avenue or Seventy-seventh Street these July days sees the great addition to the American Museum of Natural History in process of erection and feels that filling it is going to be a work of years. But that is because the ordinary citizen doesn't know his Natural History Museum as he should. If he did he would know that when the wonderful collections that are on their way or will soon be started to New York from different parts of the Western Hemisphere have arrived, which will not be later than the Fall, it will be necessary to start another addition to make room for the later treasures which the explorers who are constantly working for the museum will send another year.

A museum represents to a great many people something dry, dead, and musty, but it is just the contrary, uniting past and present. Much of the work has no connection with the past, and a part of this, which is of the greatest importance, is an expedition after the large mammals of the Northwest, which J. M. Constable, one of the Trustees of the museum, is supporting.

When the returns from this expedition have been received, the New York Museum will have the best collection of mammals of the Northwest in the world. The search will be carried on through Montana up through the Hudson Bay country to Bering Straits, and will occupy four years. It takes a naturalist who is clever and expert and not afraid of severe weather to do this work.

All the larger animals, such as the musk ox and the reindeer, will be collected and in their Winter coats, for the expedition will be made in cold weather for that purpose.

"You never see a polar bear here in his Winter coat," says a man who knows, "for they are brought down by the whalers, and they cannot get their ships up into those regions in the cold weather. There is no museum which has a good collection of the animals of the Northwest. They are getting further from the haunts of men."

The collector started last year. He goes alone, taking only the Indians of the country with him. He traps and shoots his animals, getting them in the best condition possible, prepares the skins and the skeletons, and takes copious notes of the country and conditions under which each animal is found. There will also be a collection of the mammals of warmer climates brought by a collector who is at work, through the kindness of another Trustee, in British Columbia.

A Terra Cotta Figure.

A discovery which will be another special feature in the New York museum is a large terra cotta figure which has been excavated this past year by Mr. Saville, one of the assistant curators of the museum. It is the largest figure ever found in America. Mr. Saville is a young man, and last year's work was the first of the kind he has ever done for the New York museum, though he has made similar expeditions for the Peabody Museum at Cambridge.

"The figure was of a warrior," said the excavator, in speaking of it recently, "and was evidently made in one piece. It is the largest terra cotta piece ever found in America. It had a staff in the hand, and ear and nose ornaments. The latter were different from anything I have ever seen. It has a bead coming down the full length of the nose on top."

Much of the work was done in the little town of Xoxo, in the Zapotecan region. In the ruins there were some fourteen mounds. In them were found tombs or stone chambers, with doors closed with stones, which had to be rolled away. The chambers were of different shapes and sizes. In some of them were found from six to ten skeletons. Some of the bones were painted red. These were probably the skeletons of people of importance. One of the tombs had the walls covered with stucco work and old mural paintings.

On the lintels of one of the doors was found something interesting in the way of hieroglyphic writing, such as has never been found in that region before. A papier maché model of this was brought to New York.

The teeth of some of the skeletons had been filed for ornament, and some had been inlaid with dark stones. Great funeral urns were found in groups of five and sometimes a group of four on the floor in front of a door; others were imbedded in plaster in the entablature over the door, and some on top of the tombs. All the tombs faced the west.

In one tomb there were found sections of what looked like terra cotta drain pipe, which fitted together. It is not known what they were for. All sorts of things had been thrown into the tombs as offerings. The town of Xoxo is near Monte Alba or Zachila, the old Zapotecan capital. Supplementary excavations were made there; also a map of the region.

Many Indian Photographs.

Photographs of the work in all its different stages were taken, costumes of the Indians, men and women, obtained, and many photographs of them.

No difficulty is found in dealing with the natives if they are well treated.

There are many difficulties in the work, though it is interesting. Excavating is easy just after the rainy season, but when this work was done, between November and May, the earth was dry and baked; and it was hot and dusty. The excavator is obliged to do all the work himself, making the photographs and even the digging, which cannot be trusted to any one. An illustrated report will be brought out by Fall.

There are ninety cases in all on their way now from Mexico to the museum, containing not only the results of Mr. Saville's work, but of the anthropologists, Dr. Lumholz and Dr. Herdlicka, who have been studying the Indian tribes of Mexico for the museum, the folk songs and legends, and taking measurements—all of which will go into the anthropological section, which is already well under way. A number of valuable things will arrive in about two months from Peru and Bolivia from Dr. Bandelier, the anthropologist and explorer, and still another interesting lot of antiquities—arrow heads, cooking implements, &c.—collected in Central Africa by Dr. Seler of the Ethnographical Museum of Berlin, has been presented to the museum by the Duke of Loubat.

This is the second year of the Jesup expedition, which works from Spring until Fall, and a quantity of archaeological material will swell the museum treasures by the end of the Summer. The Jesup expedition, which has four more years of work before it, is studying the people on each side of Bering Strait to discover whether the original emigration was from east to west or vice versa.

To Avenge His Slain Brother.

From The Raleigh (N. C.) Post, July 7.

"My brother was killed at Santiago, and I want to enlist in the army."

That was the statement of a young man who presented himself at Major Dixon's tent yesterday at Camp Russell. John Dawson was the speaker, and he had just come from the Union Station, where he left the train that brought him from Wilkes County. There was a fire and look of determination in the eyes of the man that carried deep revenge. "I am sorry for the Spaniard," remarked Major Dixon afterward, "who first gets in Dawson's path." Dawson was mustered in and assigned to Company C, Capt. Jones.

Dawson is a native of Pennsylvania. He has been living in Wilkes County for some time. His brother belonged to the regular army, and was among the killed in the battle before Santiago Friday. As soon as Dawson read in the papers the account of his brother's death he decided to enlist, and came immediately to Raleigh. He is an intelligent young man, and has served three years in the navy.

A FORMIDABLE LITTLE BOAT.

Hastening Work on the New Torpedo Boat Destroyer Bailey.

Work is being rushed with all possible speed on the new torpedo boat destroyer Bailey, which is being built by the Gas Engine and Power Company and Charles L. Seabury & Co., Consolidated, at their yards, Morris Heights, on the Harlem River. Although the keel of this craft was only laid about six weeks ago, she is more than three-fifths completed. All the plating is on with the exception of the top streak, and the work of bolting this in position has been deferred until the position of the craft's portholes is finally decided upon.

One thing that strikes the visitor who is fortunate enough to be allowed aboard the new boat as being very remarkable is the thinness of her plating. It is only three-sixteenths of an inch thick, and looks as though it could be bent very easily, but its looks are deceptive, for it is of the finest galvanized steel, that will stand an enormous pressure. During the past week gangs of men have been taken off other jobs and put to work on the Bailey, and it is expected that it will take about eighty working days to complete her. Many entirely new ideas in the way of fittings and the location of the crew's quarters are to be introduced in the boat, which will be one of the finest specimens of her class.

The Bailey is named after the distinguished naval officer, Theodorus Bailey, who was second in command to Farragut in the action of passing Forts Philip and Jackson in the Mississippi. This new craft is one of the three torpedo-boat catchers for which provision was made at the last session of Congress. The Navy Department in advertising for bids for these vessels stipulated that a speed of thirty knots an hour would be exacted on the official trial trip, but if the expectations of the Bailey's builders are fulfilled she will be capable of a speed of thirty-three knots an hour. The contract price for the vessel was $250,000, the details of the design being left to the discretion of the builders. Her dimensions are as follows: Length, 205 feet; beam, 19 feet; depth of hold, 13 feet 5 inches; displacement on trial, 235 tons; and displacement when in commission, 265 tons.

Considering the size of the craft, her armament will be unusually heavy and powerful. It will include four six-pounder rapid-fire guns and two eighteen-inch torpedo discharge tubes for Whitehead torpedoes. Two of the six-pounder guns will be mounted on the main deck, one on each side, amidship, and two on the platforms supported by the conning towers. One of the most interesting features of the Bailey will be her engines, which will be capable of developing 5,600 horse power. This is more than one-half the power employed on the big Cunard Liner Umbria, which has a displacement of about 8,000 tons, while the Bailey when in commission, prepared for action, will only have a displacement of 265 tons. The Bailey's engines are to be of the four-cylinder, triple-expansion type. The common stroke is 18 inches, and the development of 5,600 horse power is expected when the engines are making about 400 revolutions a minute. Four Seabury water-tube boilers will furnish the steam, each boiler having two furnaces and one funnel.

Not an inch of space is to be wasted in the interior fittings. The crew's quarters will be forward, where there will be folding berths for thirty-three men. The officers' quarters, aft of the wardroom, will be supplied with Pullman car berths, fitted into the sides of the boat. In this and other ways much space is economized, thereby adding to the bunker capacity, which is deemed sufficient to enable her to steam about 3,000 knots at an economical speed. The craft is greatly admired by all who have seen her for her sharp, graceful lines, which give promise of great speed.

NEW CAGES IN CENTRAL PARK.

A Monkey House One of the Latest Improvements.

A new monkey house is being erected in the Central Park menagerie. The building is about sixty feet square, and one story high.

Considerable trouble has been experienced in the Park Menagerie as well as in other zoological gardens in keeping the monkeys in good health. One of the principal troubles is improper ventilation. This subject has been considered in constructing the new building, which is supplied with an abundance of large, high windows.

A new cage has been constructed for the eagles, into which they have already been moved. When the keepers first went into the old cage to remove perches and rookery to the new quarters, the big birds showed fight, and it was necessary to turn a hose on them. They are now much more comfortable than formerly, as the new cage is sheltered by some large trees, while the old one was sunny and warm.

The hippopotamus family is rapidly becoming so large that in a short time some of its members will require new lodgings. These ponderous creatures devour at one meal six loaves of bread, a large quantity of apples, and a number of little delicacies in the form of greens and carrots.

FIVE LIVES LOST AT PORTLAND.

The Capsizing of a Small Boat in the Harbor.

PORTLAND, Me., July 10.—By the captizing of a catboat in Portland Harbor yesterday five lives were lost. They were William O'Donnell, Charles Sullivan, James McAuley of Barre, Vt.; William Mitchell, and Edward Vayo. With the exception of McAuley all resided at Portland.

J. F. Foster of Brooklyn, N. Y., and Bert Percival of Portland, both married, were saved.

The rescue was made by A. T. Rich of Hartford, Conn., a member of Company F, Connecticut Volunteers, in camp near by, and a man named Knowlton, who went out in a small boat. All were good swimmers and very popular, and, with the exception of McAuley, worked for the Lakeside Press.

THE CASE OF WILLIAM DOLL.

He Did Not Ride His Wheel on the Speedway Saturday.

William Doll, who was arrested for persisting in riding his wheel on the Speedway several days ago and had expressed his determination to ride again Saturday and be arrested, did not carry his threat into execution.

His lawyers, J. Baldwin Hands and Henry J. Dexter, told him it would not be necessary to go through the form of another arrest, as they would bring the old case in which he was fined on Friday in the Police Court before the Supreme Court today. Should they not succeed in their effort to bring the case up in court Mr. Doll will then take another spin on his wheel on the Speedway, and will take good care to be arrested again. He will refuse to pay the fine, and his lawyers will bring him up in a Superior Court in habeas corpus proceedings.

How They Kill Snakes in St. Tammany

From The New Orleans Times-Democrat.

"I have had something to do with snakes in my time," remarked Major Voss, settling back in the double wicker chair to talk about his recent trip to Covington and the Tchefuncta River Valley, "but the way they handle snakes over in St. Tammany Parish was a new one to me. Over there in those piny woods there is a superstition for everything. You can't turn around without the particular way you do it means something in the code of ancient lore. Well, so it is with the manner of disposing of snakes. When you or I get a chance to dispatch a reptile, we do it in the most approved manner, according to the instrument at hand to work with, but with the St. Tammany people it is altogether different. I was out in the woods the other day with one of the natives of that country. He knew all about the parish, Covington and Hood's Immune Regiment. While we were out it so happened that he ran onto an unusually large number of snakes; they were not of the poisonous nature, but of the usual run of piny woods snakes. But do you think that old settler would get away with them in the ordinary manner? No, Sir; not for a minute. He would take a small stick and lightly tap the reptile on the head or near there so as to stun it somewhat. Then he would hunt a crawfish hole and start the snake down the hole head first. It would be alive sufficiently to wiggle, and, of course, slid down the hole as though it had been greased for that special purpose. Every one we found that day my old friend would stun and then give it a ride down the chutes, as he called it, into the crawfish hole. He says they will never get out, and that this is the best way to kill snakes. The crawfish holes are sometimes seven feet deep, and the sleek reptiles glide clear to the bottom of them before ever stopping. That is the regular custom of killing snakes over in St. Tammany Parish, so my old friend, the veteran, said."

THE CENTRAL LABOR UNION

An Executive Session Is Held and an Unusual Degree of Secrecy Observed.

A KEG OF BEER IS CONSUMED

The Troubles of the Housesmiths a Matter of Serious Consideration Among Some of the Delegates —Work of the Iron League.

A good part of the time of the Central Labor Union yesterday was taken up with an executive session, about which a great deal of secrecy was observed. A keg of beer was taken into the meeting room, and some of the delegates who appeared to be confidential said that one of the unions that had been long in arrears with its dues had paid up, and that had justified the delegates of the other unions in celebrating the event by indulging in an extra amount of beer, and that was the only reason why an executive session had been suggested.

The voices of the delegates became more hilarious as the executive session proceeded, and when it was over the keg was kicked out of doors without even a glassful to satisfy the "Weary Willie," who makes his rounds with a tomato can to drain the dregs.

The troubles of the housesmiths was a matter of serious consideration to some of the delegates who belong to the building trades, who believe they see in the reported national organization of iron manufacturers a serious menace to the unions engaged in the building trades.

Work of the Iron League.

The Iron League, which is composed of the large iron manufacturers in New York, and which has three times defeated the housesmiths, it was reported, is now engaged in forming a great National organization of the iron manufacturers throughout the country with a view of fighting the trades unions in all the large cities. It was also said that J. M. Cornell of the firm of J. B. & J. M. Cornell, who had organized the Iron League, was at the head of the movement.

The manufacturers themselves are unwilling to talk about the threatened fight against the housesmiths and other unions of the building trades in the large cities, and which the workmen believe will begin as soon as the new National league of iron manufacturers has been organized. The Iron League, they said, had already selected a corps of active organizers. Every organizer will have a district of country to work in. He will visit every iron manufacturer in his district and explain to him the benefits that will accrue to the trade by presenting a solid front to the unions, defying them, and thus keeping them well in hand.

The employment of iron in the construction of large buildings has been steadily increasing for several years past, and the housesmiths are the men who put up the iron skeletons of the buildings. The work is attended with considerable danger and requires skill. Nevertheless, the men receive much less pay than the bricklayers and masons, and not much more than the common laborers. Bricklayers and masons get $4 to $5 a day, because they have strong organization, but the pay of a housesmith is only $2.50 to $3 a day.

Lack of Organization.

The reason for this discrepancy in wages, the housesmiths say, is the lack of proper organization, and because the other unions in the building trades did not give them the proper support in their strikes for an advance of wages and for recognition of their union by the employers.

A member of the old Housesmiths' Union said yesterday:

"When we went on the great strike in 1890 the unions that compose the Board of Walking Delegates did not give us the assistance that we were entitled to. If they had ordered sympathetic strikes at that time we should have won, because the other contractors in the building trades would have brought pressure to bear upon the iron manufacturers. But the unions left us to fight our own battle, and the result was that we lost and the Iron League was organized. If we had won there would have been no Iron League.

"The iron manufacturers are following the example of the trades unions in getting up a National organization, for they see how strong some of the National trade organizations have become. And if they succeed in perfecting their National organization there is little doubt of the employers in the other building trades either joining them or forming a National organization of their own."

Split in the Old Union.

The old Housesmiths' Union was later split in two; one faction called themselves the Metal Lathers' Union, and joined the Knights of Labor after being refused admission to the Central Labor Union and to the Board of Walking Delegates. The other and larger faction took the name of the Housesmiths and Bridgemen's Union and was supported by both the above-mentioned central organizations. It also joined the Building Trades Council, lately organized in opposition to the Board of Walking Delegates, and for that was suspended by both the Central Labor Union and the walking delegates. It was said that in view of the National organization of the Iron League the Housesmiths and Bridgemen's Union will be restored to membership.

A delegate said: "The unions of the building trades will soon be brought to their senses by the alertness of the employers. While the unions are fighting the bosses are organizing, and will be prepared to reduce wages by forcing one union in a trade into rivalry with another. The sooner the unions get together the better for them."

The delegates of the Central Labor Union want to move from their present headquarters, in Clarendon Hall. They say that it has changed hands, and several of them have become dissatisfied because the place is daily becoming more and more of a song-and-dance hall.

"BIG SIX" CANDIDATES.

Caucuses Held and Nominations for Officers Made by Two Parties of the Printers' Organization.

The caucuses for nominations for officers of Typographical Union No. 6, that are to be elected on July 27, took place yesterday.

The administration caucus was held at Clarendon Hall, and was very largely attended. There was a great deal of lobbying by the friends of the candidates, and the result was not known until late in the evening. The following members were finally decided upon as the candidates of the administration party:

For President—John H. Maxwell; for Vice President—John H. Delaney; for Secretary-Treasurer—Jerome F. Healy; for Sergeant at Arms—Thomas J. Robinson; for Reading Clerk—Thomas A. Lawton; for Delegates to the International Typographical Union—Dennis F. Ryan, Barnett Greenberg, Edward N. Barnett, and S. Oppenheimer.

The anti-Administration caucus was held at Arlington Hall, in St. Mark's Place, and resulted in the following nominations:

For President—James P. Farrell; for Vice President—Eugene O'Rourke; for Secretary-Treasurer—Thomas E. Skipper; for Sergeant at Arms—Charles O'Connor; for Delegates to the International Typographical Union—Armand B. Rodriguez, Alexander Gray, Thomas Mulcahey, and J. Finn.

It was announced that the union appointed the following committee to investigate charges made against certain of the officers for illegally transferring a sum of money from one fund to another: A. J. Cook, Chairman; Charles Howels, Frank Sullivan, and P. Coats.

Incoming and Outgoing Passengers.

Among the passengers who arrived Saturday on the steamship Campania from Liverpool and Queenstown were Mrs. William Astor, Mrs. Gen. Badeau, Thomas Le Boutillier, W. H. Bush, Major Dupont, Reginald Forwood, Mgr. R. J. McNamara, Samuel Schiff, Jefferson Seligman, V. Sorcham, A. C. Taggart, Norman Whitehouse, George Whitehouse, Fitzhugh Whitehouse, Egerton Winthrop, and A. Perry Bennett, New York.

Among the passengers who sailed on the Cunarder Etruria were Mrs. Matthew Arnold, Loring Andrews, Dr. C. R. Church, Robert Goelet, Jr., the Rev. G. C. Houghton, Dr. A. E. Macdonald, the Rev. Dr. W. MacLaren, and George R. Pope.

KEY FAMILY REUNION.

Descendants of the Author of "The Star-Spangled Banner" Meet.

From The San Francisco Call.

The most interesting visitor to Oakland on the Fourth was Mrs. Reuben Norwood, a granddaughter of Francis Scott Key, whose famous song, "The Star-Spangled Banner," bids fair to become the National anthem of the United States. Her home is at Texarkana, one of the lively cities that lie on the borderland of Texas. It is claimed as a part of Arkansas and Louisiana as well as the Lone Star State.

Mrs. Norwood is the only descendant of the famous poet whom Texas shelters, and her visit to the coast is to attend a gathering of the Western descendants. Capt. Baldwin, a great-grandson of Francis Scott Key, and an officer in the Kansas Volunteers, is visiting his mother in San Francisco, and Mrs. Lieut. Cutts, a granddaughter, whose home is at Mare Island, is also in the city attending the family reunion.

Mrs. Norwood is a woman well past seventy years of age, but keen of mind and vigorous of body. She is the daughter of Anna Key, who married Congressman Turner of South Carolina. Anna Key was a belle and a beauty, and her wit and brilliancies made her the toast of all the beaus in Washington, and later in Atlanta, where, as the wife of a wealthy Congressman, whose father was Governor of the State, her social powers were unexcelled.

Mrs. Norwood was raised in all the luxury of a wealthy Southern home, with slaves to wait on her slightest wish. She inherited much of her mother's beauty and wit, and also some of her grandfather's genius, for she, too, writes poetry and has set some of it to music. She is a clever conversationalist and is full of reminiscences of the poet, who died when she was about twelve years of age.

"Francis Scott Key was one of the best men that ever lived," said she. "There were two things that he held dearer than all else in the world—his country and his God. He inculcated into his children and his grandchildren this love. He was a quiet, modest man, and was not wont to talk of himself or what he had done. He was an intellectual man, and I remember that every Christmas brought a box of books from grandfather to his grandchildren, and those were days when books were expensive luxuries. He was a man of most domestic tastes, and nothing pleased him more than to gather his children and grandchildren around him at family reunions. He was a devoted churchman, and wrote several hymns which will be found in the hymnal.

"In personal appearance he was a rather small man, but fine looking. He was dignified and yet there was an affectionate kindness about him that drew all hearts to him. He was devoted to his grandchildren and they in turn were devoted to him."

Mrs. Norwood declared that many of Key's poems are now lost. During his lifetime he would never consent to have any of them published, and though one of his daughters collected several poems for publication later, the collection is not complete.

Mrs. Norwood is an accomplished musician, and plays skillfully on the harp, guitar, and piano. Among her music is a brilliant arrangement of "The Star-Spangled Banner," which as a girl she played to the composer, and now as an old lady still plays for her friends.

Mrs. Norwood is out here for an indefinite length of time, and may not return until next year. She has had several pictures taken of the monument in Golden Gate Park to her grandfather's memory. Mare Island, where the bodies of her mother and father are buried, will also be visited before Mrs. Norwood returns to Texas.

The most noted characteristic of the family of the Keys has been for three generations their strong religious tendencies. Thomas Key, the father of Francis Scott Key, who died in Maryland in 1764, left a will which is remarkable for its devoutness and manliness. Had all slave owners been of the same disposition as old Thomas Key the civil war would have been postponed for a long period. Compared with the curt "In the name of God, amen," with which modern wills commence, Thomas Key's opening paragraph is a complete declaration of Christian faith. The will makes detailed provision for every debt and every slave, and breathes the spirit of nobility and charity in every line.

THE TIMES DEMAND EFFICIENCY.

Our Soldiers Ought Not to Suffer from the Results of Incompetency.

From The Boston Herald.

The graduates from West Point who have been serving as officers in the regiments under Gen. Shafter have shown in their conduct a bravery and determination which leave nothing to be desired, but they, in common with the American people, are having good reason to chafe under a political species of control which not only goes far to thwart their best efforts, but apparently, when they and their men are lying sick and wounded as the result of hard, self-sacrificing effort, denies them the simplest forms of medical relief.

Is it not time that a stop should be put to this scandalous mismanagement of our army affairs? Are the lives of our people in this free and independent Republic, where all men are equal, of such little importance that they can be wantonly sacrificed to serve the political ambitions of one or more interested individuals? How long has this abuse of office to continue before President McKinley will have the courage and determination required to make certain needed removals?

No matter how brave and well disciplined an army may be, its efforts are paralyzed unless its material needs are promptly and efficiently supplied. A great military authority has said that an army moves on its belly, meaning that, unless the Commissary Department is efficient, the army is helpless; and yet, in spite of this obvious truth, we are told that the men who are fighting our battles are now insufficiently supplied with food, just as a few weeks ago, when encamped in Southern Florida, they were served with fat pork and other kinds of food adapted only for a cold climate, and given thick blankets and overcoats, as though they were preparing for an expedition into Northern Alaska.

The discomforts, the direct consequence of inefficiency at the head of the War Department, are small matters when compared with other and fatal shortcomings. If the army is made incapable of doing the effective work that might be expected of it because the service of supplying the soldiers with food, arms, ammunition, and like supplies is defectively performed, then war operations may drag on for weeks, and even months, which should be ended in days, this necessarily involving great additional expenditures of money and sacrifices of life and health. But even such instances of incapability do not bring the shock to the minds of the American people that is caused by realizing that their brothers and sons who are wounded at the front, or are struck down by disease by serving in the rifle trenches, are not accorded even decent attention and treatment. Because, through political favoritism or otherwise, men are put in charge of administrative bureaus who are incompetent men, hence our fellow-countrymen suffer and die from neglect and exposure, when a few miles away, rolled up in cases, but not delivered, are shelter tents, and while in all of our large cities are medical men who would willingly give their services almost, if not wholly, without cost, if they were called upon to thus aid their distressed brothers in the field.

Thus far in the war our army has played an inconspicuous and by no means satisfactory part. As compared with the navy, it has appeared at great disadvantage, and this, as it seems to us, largely, if not wholly, because of the defective character of its political head. Has not the time come, we ask again, to make a change? What greater price in money and life must the American people pay before competency takes the place of incompetency in the control of the War Department?

Middle States Tennis.

In the finals of the Middle States tennis championship tournament Saturday afternoon M. D. Whitman beat S. C. Millett in a close five-set match, winning the championship by default from W. A. Larned. Carleton won the consolation single. The scores follow: Men's Singles, Final Round—M. D. Whitman, Harvard, beat S. C. Millett, New York, 6—2, 6—3, 1—6, 8—10, 6—2. Championship Round—M. D. Whitman beat W. A. Larned by default. Consolation Singles, Semi-Final Round—R. H. Carleton, Harvard, beat W. T. Clothier, Haverford, 5—7, 6—0, 6—2; Holcombe Ward, Harvard, beat H. E. Avery, Detroit, 6—0, 6—2. Final Round—R. H. Carleton beat Holcombe Ward, 6—4, 6—4.

No Waterloos and No Sedans.

From The Boston Journal.

"Merely apprentices in the art of war" is what the Paris Figaro calls Americans. Yet our history records no Waterloos and no Sedans.

GOSSIP FOR THE HORSEMEN

Good Sport Promised for the Second Week of the Brighton Beach Meeting.

THE PROGRAMME FOR TO-DAY

Racegoers Object to the Numerous Withdrawals of Horses Which Leave Walk-Overs and Bring Out Only Five Races a Day.

The Brighton Beach Racing Association will enter upon the second week of its thirty-day meeting this afternoon, and if the weather, which in former years played such havoc with the meetings at the seaside track continues to be as favorable as it was last week, there is every promise that the hard work of the track management will at last be rewarded with success.

There is a great change to-day in the Brighton track, for what is now a splendidly appointed track, with comfortable seating room, and a wide, open grand stand was only a few years ago an uninviting place, with a boxed-up grand stand that shut out all of the ocean's breezes, and the narrow board walk in front of the stand was also uninviting. The narrow stretch and dangerous turns which were a menace to life and limb in a race have given way to broad stretches with comfortable thrown-up turns. All of these improvements cost the association a lot of money, but the expenditure did not seem to be warranted by the small gate receipts of the past two years. Rain fell almost every day of the meeting last year, and the year before the conditions were scarcely better. Still Mr. Engeman was not disheartened, and his perseverance seems now about to reap its reward, for Brighton never knew such crowds as those present last week.

The track used formerly to draw a crowd, made up in part by the seekers after a day's outing, who dropped over from Coney Island or Manhattan Beach, and helped swell the crowd of "regulars," but it was avoided by the upper ten of the racing world. In this respect, too, the conditions have changed, for the clubhouse stand at Brighton held last week quite a large number of society folk, and they apparently enjoyed the sport as much as they do at Sheepshead Bay or elsewhere.

Only from one source is the success of the meeting menaced, but, as it showed only on the opening day of the meeting, and then was discontinued, there is after all not much probability that it will affect the meeting.

On the opening day the card was marred by the withdrawal of a great many horses, and this in one race reduced a field of eight to a walk-over for Peep o' Day. There was no chance for speculation then, nor is there any pleasure in watching a horse gallop over the course by himself. It is unprofitable, too, to a racing association. The racegoer pays his $2 for admission and wants to see six races, as advertised, and if he is a betting man, and is a loser on the day, he is irritated when only five races are given and he is deprived of the chance of getting even on the sixth race.

There are very few stake races at Brighton, but the conditions of the over-night purses are nevertheless framed in such a manner as to bring together fairly good horses.

⁂

The card for to-day is as follows:

FIRST RACE.—For three-year-olds and upward; selling. One mile and a sixteenth.

	Pounds.		Pounds.
Em	118	Rotterdam	111
Burlesque	111	Vigenta	107
Taranto	111	Longacre	99
King	111		

SECOND RACE.—For maiden fillies two years old. Five-eighths of a mile.

Lady Exile	109	Sky Scraper	109
Maid of Harlem	109	Water Girl	109
Lady Dora	109	Anita	109
Incandescent	109	Lindula	109
Loiter	109	Shiftless	109
Country Dance	109	Saccharine	109
Crown	109	Queenamara	109
Lady Onward	109	Helen Thomas	109
May Landis	109		

THIRD RACE.—For three-year-olds; selling. One mile.

Decanter	111	Tent Pin	101
Glenoine	106	Genaro	98
Atrum	106	Ruby Lips	91
Songster	103	Feretta	91

FOURTH RACE.—Handicap for all ages. Three-quarters of a mile.

Irish Reel	126	Orion	111
Warrenton	121	Leedsville	107
George Keene	118	Hanlon	104
Tremargo	117	Reprisal	96
Briar Sweet	116	Endeavor	88
Sailor King	115		

FIFTH RACE.—For two-year-olds; selling. Five-eighths of a mile.

Kirkwood	112	Russella Walden	107
Half Time	110	Sir Florian	107
Hilee	110	Mount Clements	106
Imitation	110	The Diver	105
Jack Point	110	Tender	105
Brahmin	110	Claptrap	102
Effervescent	107		

SIXTH RACE.—For three-year-olds. One mile.

Ben Ronald	116	Nosey	99
Don de Oro	111	Handsel	99
Dr. Catlett	109	Latson	99
Premier	109	Sensational	94
Tinge	109	Kitefoot	92
Irish Reel	106		

⁂

The following stakes, to be run at the Fall meeting of the Coney Island Jockey Club, will be open for entries up to Friday:

The Great Eastern, $5,000; a handicap for two-year-olds; Futurity course.

The Flatbush, $3,000; for two-year-olds; seven furlongs.

The Autumn Maiden, $1,000 added; for two-year-old maidens, at time of closing; five furlongs.

The Sapphire, $1,000 added, for two-year-olds which have not won a race of the value of $600; five and one-half furlongs.

The Dash, $1,000 added; for two-year-olds; five furlongs.

The Belles, $1,000 added; for fillies two years old; Futurity course.

The Partridge, $750 added; for two-year-olds; six furlongs on turf.

The Golden Rod, $750 added; for two-year-olds; six and one-half furlongs on turf.

The Flight, $1,250 added; for two-year-olds and upward; seven furlongs.

The September, $1,250 added; for three-year-olds; one mile and three furlongs.

The Flying Handicap, $1,000 added; for three-year-olds; six furlongs on main track.

The Dolphin, $1,000 added; for three-year-olds; one mile and a furlong.

The Reapers, $1,000 added; for three-year-olds; one and three-sixteenth miles.

The Twin City Handicap, $5,000; handicap for three-year-olds and upward; one and one-quarter miles.

The Autumn Cup, $5,000; handicap for three-year-olds and upward; two miles.

The Turf Handicap, $750 added; for three-year-olds and upward; one and one-quarter miles on turf.

The Russet Handicap, $750 added; for three-year-olds and upward; one and one-half miles on turf.

The Fall Handicap, $1,500; a handicap for three-year-olds and upward; six furlongs on main track.

The Ocean Handicap, $1,500; a handicap for three-year-olds and upward; one mile.

The Omnium Handicap, $2,000; a handicap for three-year-olds and upward; one mile and a furlong.

⁂

At the same time that the entries for the Autumn races close yearling and foal entries will be received for the twenty-five-thousand-dollar Annual Champion Race and the Lawrence Realization of 1900 and 1901. The Annual Champion Race is the affair for three-year-olds and over, at two miles and a quarter, so extensively advertised, which will be run for the first time in 1900. The conditions of the race were framed with a view to encouraging owners to train their horses for long-distance struggles. The twenty-five-thousand-dollar purse will make it worth their while. The money will be divided in the following manner: The winner will receive $20,000, the second horse $2,000, and the third horse $750. One thousand dollars will go to the owner of the winner at the time of entry, $500 to the owner of the second horse at the time he was entered, and $250 to the owner of the third horse at the time he was entered. The trainer of the winner at the time the race is run will receive a present of $500. The race will be run every year after 1900 at the Autumn meeting of the Coney Island Jockey Club. Three-years will have to carry 116 pounds, four-year-olds 130 pounds, and five-year-olds and over 131 pounds. Winners of a race of the value of $7,000 will have to carry three pounds extra, and of two such races or one of $15,000, seven pounds extra. No allowances will be made to non-winners. The Annual Champion Race will be the richest event for horses three years old and over of the American turf. Hitherto all of the rich purses have been hung up for two-year-olds and three-year-olds. The three-year-olds do not get any too much money, but the supporters of racing would like to see half of the rich two-year-old stakes abolished and the money they get offered for races between matured horses.

It has been practically decided upon by Messrs. Eastin & Larabie not to send Ben Holladay to the post for the Brighton Cup, which is to be run on July 30. Mr. Eastin said recently that he did not think that Ben Holladay could take up 133 pounds and beat Hamburg with 112 up two miles and a quarter, if Hamburg ran anything like as good as he did in the Realization. Mr. Eastin believes, and his trainer, Mr. Wimmer, agrees with him, that The Jockey Club's scale, as applied to such long races, is unfair to four-year-olds and five-year-olds. "That scale was made," Mr. Eastin said, "several years ago, when we did not race our horses so much as two-year-olds. Our horses used to be in their prime when they were four and five year olds. Now they seem to be at their best in July, August, and September of their three-year-old season. The unfairness of the weight-for-age scale to old horses was illustrated in the running of the Brighton Cup last year by the ease with which The Friar and Sunny Slope galloped away from Ben Brush, the Suburban winner and the champion fouryear-old of the season. Nothing but the big weight Brush was carrying, as compared with what The Friar and Sunny Slope had up, could have got them so far apart at the end." It is the intention of Mr. Eastin to take Ben Holladay to Saratoga to recuperate for the Fall campaign at Coney Island and Gravesend. It is feared that several other horsemen who have four or five year olds in the Brighton Cup will follow his example. The race will, however, call out a good field. J. W. Rogers said that Tillo would surely go, and it is believed that W. P. Norton will send Ornament along. Semper Ego, On Deck, and Mirthful are regarded as pretty sure starters also. Jere Dunn may send Sunny Slope, who finished second to The Friar in the same race last year, to the post. Sunny Slope was bred to Applegate last Spring, and Mr. Dunn will go over to New Jersey in a few days to see how she is doing, with a view of putting her in training for the big race.

⁂

Handicapper Vosburgh has announced the following weights for the Flight Handicap, to be run to-morrow at Brighton Beach:

	Pounds.		Pounds.
Tillo	132	Orion	105
Octagon	128	Premier	105
Cleophus	123	Morpheus	105
Royal Stag	123	Kenmore Queen	104
Isador	122	Zanone	103
Abuse	121	Tabouret	102
Sly Fox	119	St. Bartholomew	102
Irish Reel	119	Van Antwerp	100
Damien	117	Miss Tenny	98
Swiftmas	113	Tinkler	98
George Keene	113	Hanlon	97
Ben Ronald	111	Klepper	96
Cavalero	111	Billali	95
Handsel	111	Debride	95
Tremargo	110	Beekman	93
Satsuma	110	General Maceo	92
Domitor	108	Woodranger	92
Enchanter	107	Jessie James	92
Loiterer	106	Dr. Robb	90

⁂

The following rule was adopted last week by the Board of Directors of the National Horse Show Association:

"No horse or horses having taken a first prize in the roadster classes at any two of the association's previous shows can be again entered in the same classes, and are only eligible for the championships."

This rule also applies to carriage and harness and saddle horse classes.

⁂

J. Lambley has obtained his release from the stable of M. F. Dwyer. Lambley thought he could secure more racing mounts as a free lance, and Mr. Dwyer consented to the change.

⁂

The Dragon, br. h., 5, by imp. St. George, dam Bide-a-Wee, by Ben d'Or, in a recent race at the Irvington track, near Portland, Oregon, stumbled and fell against a fence, breaking his neck.

⁂

On July 4, at Washington Park, Bannockburn, bay colt, 3, by Hayden Edwards, dam Bettie Blaise, won the Sheridan Stakes, one mile and a quarter, in 2:06¼, with Pink Coat, the American Derby winner, second, and Goodrich third. With Bannockburn and Fervor to her credit, Bettie Blaise will take high rank as a brood mare.

ON THE BASEBALL FIELD.

Cincinnati Defeats Chicago, the Latter Team Going to Pieces in the Seventh.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Cincinnati	49	24	.671
Boston	43	27	.614
Cleveland	42	27	.609
Baltimore	41	27	.603
Chicago	41	32	.562
Pittsburg	38	32	.543
New York	34	34	.500
Philadelphia	29	37	.439
Washington	29	40	.420
Brooklyn	27	40	.403
Louisville	23	48	.324
St. Louis	23	51	.311

Games To-day.

St. Louis in New York.
Pittsburg in Brooklyn.
Cincinnati in Baltimore
Louisville in Boston.
Cleveland in Philadelphia.
Chicago in Washington.

CINCINNATI, July 10.—The Chicago team played miserably to-day. In the seventh inning they went to pieces and allowed the Reds to score six runs. Breitenstein was effective after the third inning. Attendance, 7,852. Score:

Cincinnati	0	0	2	0	1	1	6	1	0	—11
Chicago	0	2	3	0	0	0	1	0	1	—7

Earned runs—Chicago, 2. Base hits—Cincinnati, 10; Chicago, 10. Errors—Cincinnati, 2; Chicago, 7. Batteries—Cincinnati, Breitenstein and Peitz; Chicago, Callahan and Donohue.

Other Games.

At Paterson—Paterson, 7; Hartford, 2, (first game;) Paterson, 7; Hartford, 1, (second game.)
At Newark—Reading, 14; Newark, 9, (first game;) Reading, 12; Newark, 9, (second game.)
At Syracuse—Buffalo, 4; Syracuse, 1.
At Providence—Providence, 8; Toronto, 6.

SHARPSHOOTERS' TOURNAMENT

The Event to Close To-night with the Distribution of Prizes and a Banquet.

The National sharpshooters who have been trying their skill on targets since last Sunday at Glendale Park, L. I., will bid good-bye to the shooting masters this afternoon, and disperse, to meet again three years hence at San Francisco, where the third triennial Schuetzenfest will be held. Since the shooting began the interest in the outcome of the six events which made the programme has not flagged for a moment.

Early in the week John Rebham of Jersey City established a new record at the man target, which, in the opinion of experts, will remain unbeaten, and, perhaps, unequaled, for a long time to come. Rebham's score is 98 out of a possible 100, and his claim on first prize for that event is unquestioned.

John E. Kelly of Boston, with a total of 72 at the honor target, seems to have that event as good as won. His nearest competitors are E. D. Payne, Cincinnati, and Julius Gaetz of Manhattan, each of them having scored 70.

The Californians are well to the front in a number of events. D. W. McLoughlin of the Columbia Rifle Club of San Francisco and S. J. Lyon of Collinsville, Conn., are tied for first place at the American standard target, with scores of 48 each. McLoughlin's score is backed up with a second one of 46, while Lyon's next best string counts up 44. This gives McLoughlin the right to first prize. Another Californian, Joseph Singer of Los Angeles, is in third place with two scores of 47 each.

At the point target, William Hayes of Newark, N. J., with his excellent score and world's record of 373 points, is so far ahead of all the other competitors, that the title of "Shooting King" is his beyond all doubt. D. W. McLoughlin of San Francisco is still a good second to Hayes, with 355 points. At this same target J. G. Dillon of Ardmore, Penn., has scored the best bull's-eye, the bullet having struck the inner ring within four degrees of the centre. Louis Flach of the Zettler Rifle Club of Manhattan stands in the ring target competition with 74 out of a possible 75.

E. D. Payne of Cincinnati has made the best centre shot on the stick target so far, and it is so near the exact centre that the Western man is almost sure of winning first honors and a cash prize of $300.

At 2 o'clock this afternoon the shooting will be stopped, and the fact will be announced by the firing of a cannon. At 7 P. M. the distribution of the prizes, numbering in all about 1,000, will take place, and the festival will be closed with a banquet, which will be attended by all the shooters and a large number of guests.

HARLEM RIVER OARSMEN.

The Atalantas Still Disgruntled Over Their Defeat—Preparations for Coming Events.

The Harlem River presented a lively scene yesterday afternoon, and one would have thought a regatta was in progress, judging by the number of oarsmen on the water in racing and pleasure craft of every description. The attendance at the various boathouses was unusually large for midsummer, and the principal topics of conversation among the "balcony oarsmen," as the non-rowing members of the various clubs are dubbed, were the results of the Long Island regatta, held Saturday, and the prospects of Harlem entries in the National regatta, to be held at Philadelphia on July 22 and 23.

The Atalanta junior four-oared-gig crew feels somewhat angry over the decision rendered by Referee James Pilkington at the Long Island regatta. It claims that it finished first outside the stakeboat, as other crews had done. This is admitted by all but the Nautilus crew, which finished second inside the stakeboat, claimed the race, and was awarded it by the referee. The Atalanta crew will continue training, and will probably be entered in the Middle States regatta on Labor Day. As far as is known, there will be four Harlem entries in the National regatta.

The Harlem Rowing Club will be represented in the intermediate double-scull event by Dolan and Schaeffer, and in the intermediate single shell by Davis. The Nonpareil will enter a four-oared-shell crew and the Unions a junior eight-oared-shell crew. The Union crew has not been picked as yet. About sixteen men are training, under the direction of Davy Roach, who expects to turn out a fast crew.

One of the first eight-oared barges on the water yesterday was the Nassau Boat Club's, which was manned by the following crew, which rowed to Willets Point, on Long Island Sound: Charles Horstman, bow; W. R. Cox, No. 2; F. P. Breate, No. 3; A. F. Le Gost, No. 4; Charles Cool, No. 5; C. M. De La Vergne, No. 6; M. McCrodden, No. 7; H. Cleaver, stroke, and L. N. Mackey, coxswain.

The Crescent Boat Club's eight-oared barge also made a trip to Willets Point with a large party aboard, and the crew visited several members of the club who belong to the Twenty-second Regiment, which is quartered there.

The Wyanoke eight-oared barge was launched early in the day, and with a party aboard, including women, made a trip to College Point. The crew was composed of Untermeyer, bow; Seele, No. 2; Oppenheim, No. 3; Barry, No. 4; Bagg, No. 5; Bernheim, No. 6; Mayer, No. 7; Hecht, stroke, and McGuire, coxswain. The Wyanokes will probably enter a junior four-oared-gig crew in the Middle States and a junior single.

The Lone Star Boat Club will hold its annual club regatta over the regular mile course on the Harlem River Saturday, Aug. 6. Nothing but handicap races will be rowed, this having been decided upon in order to give all the members an equal chance of winning. The events will include a single-shell and gig race, double gig, four-oared gig, and an eight-oared-barge race, with women as passengers, the prizes to go to the women.

Capt. Rotchfort of the Crescent Boat Club will enter a junior four-oared-shell crew in the Middle States regatta.

The Hudson Boat Club of One Hundred and Twenty-eighth Street and the Hudson River will make a similar entry. The Staten Island Boat Club of New Brighton has signified its intention of entering a junior eight-oared crew in the Middle States.

The Nonpareil Rowing Club's intermediate four-oared-gig crew, composed of W. Crawford, bow; E. A. Nicola, No. 2; E. L. Simpson, No. 3; M. Naughton, stroke, and F. Haight, coxswain, which won at the Long Island regatta, was on the river twice yesterday. This crew will continue training, and will probably be entered in the National regatta, when they will row in the four-oared shell event.

STATE CHESS TOURNAMENT.

Contests Will Begin Aug. 8 at the Eleventh Midsummer Meeting to be Held at Keuka Lake.

The thirty-first tournament of the New York State Chess Association will be held at the association's eleventh midsummer meeting Aug. 8 to Aug. 13 at Keuka Lake. The eighth annual tournament for the New York Staats Zeitung Chess Trophy will be a leading feature of the meeting. The tie which occurred last year between the Manhattan and Staten Island Chess Clubs left the trophy in the possession of the association. The trophy becomes the property of a club winning it three times consecutively or five times non-consecutively. The Manhattan Chess Club won the trophy in 1891, 1894, and 1896. In 1892 it was won by the City Chess Club of New York; in 1893 by the Staten Island Chess Club, and in 1895 by the Metropolitan Chess Club. The general tournaments will have a greater interest this year for the members than in past years on account of the silver cups which were presented in 1897 by Mrs. George C. Farnsworth of Buffalo, and Mrs. H. D. Wright of Gloversville. The Farnsworth Cup goes to the winner of the first prize in the first class. The Wright Cup is for the winner of second prize in the third class. The second match between teams representing New York and Pennsylvania will be one of the features of the meeting. Each State association will have seven players, each of whom will play one game with every member of the opposing team.

THE CRICKET CHAMPIONSHIP.

The New Jersey Athletic Club Team Still in the Lead.

The cricket team of the New Jersey Athletic Club is holding well its place in the race for the cricket championship of New York. Richmond and Manhattan are see-sawing in second and third place. The games of Saturday brought about a considerable reduction in the figures for the batting averages, and many of the leaders went down. M. R. Cobb has yielded second place to N. S. Walker, and R. E. Bonner has now an enormous lead.

The games of the New York Cricket Association continue to be well contested. Brooklyn and Paterson are still tied for the lead, but the fact that Kings County almost defeated the former on Saturday indicates that the contest is not by any means one-sided. The following are the records:

METROPOLITAN LEAGUE.

	Played.	Won.	Lost.	Dr'n.	P.C.
New Jersey A. C. Team A.	5	3	0	2	1.000
Staten Island	4	2	1	1	.666
Manhattan	5	3	2	0	.600
New Jersey A. C. Team B.	4	1	1	2	.500
Roseville	2	0	1	1	.000
New York	4	0	4	0	.000

CRICKET ASSOCIATION.

	Played.	Won.	Lost.	Dr'n.	P.C.
Brooklyn	5	3	0	2	1.000
Paterson	5	4	0	1	1.000
Kearny	3	1	1	1	.500
Manhattan	5	2	3	0	.400
Kings County	5	1	2	2	.333
Roseville	5	0	*5	0	.000

*The Roseville Club forfeited three games.

SPORTING GOODS.

CAMERAS.
A FEW SPECIALS.
FOR FILMS 3¼x3¼ Hawkeye 6.00
LOADING IN 3¼x3¼ Tourist 7.50
DAYLIGHT. 4 x5 Hawkeye 12.00
FOR PLATES. List. Sell.
3¼x3¼ Juniors 5.00 2.25
3¼x4¼ Magazine 6.00 4.75
4 x5 " 10.00 7.75
4 x5 Cycle 22.50 13.00
5 x7 Regular 16.00 9.00
HIGH GRADE MONTAUKS.
LATEST MODELS.
CYCLES OR 4x5 $20 and $25
REGULARS. 4x7 $25 and $32
SUPPLIES AT LOWEST PRICES.
G. GENNERT,
24 & 26 EAST 13TH ST.,
NEAR FIFTH AVE., NEW YORK.

BICYCLES.

'98 Ramblers
ARE THE BEST BICYCLES ANY ONE EVER MADE.
The price, $60.
"THE HIGH GRADE PRICE THAT'S FAIR."
1898 Ideals, $40.
OTHERS......CHEAPER
GORMULLY AND JEFFERY MFG. CO.
939-943 EIGHTH AVE., Near 56th St.
Lexington Cycle Co., Agents,
Lexington Av. and 31st St.

The New York Times.

"All the News That's Fit to Print."

PUBLISHED EVERY DAY IN THE YEAR.

NEW YORK, MONDAY, JULY 11, 1898.

OFFICES.

New York—
Publication..........Printing House Square
Up-Town..........1,269 Broadway
All American District Telegraph Offices.
Washington..........515 Fourteenth St.
London: Low's, 3 Northumberland Av.
Switzerland, Geneva: Librairie, Georg & Co.
Germany, Mainz: Saarsbach's News Agency, Agency for Germany and Austria.
Italy, Rome: Loescher & Co.

SUBSCRIPTION RATES:

DAILY AND SUNDAY, (WITH ILLUSTRATED WEEKLY MAGAZINE, SATURDAY REVIEW OF BOOKS AND ART, AND WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT:)	
One Year	$10.00
Six Months	$5.00
Three Months	$2.50
One Month	$1.00
DAILY, WITHOUT SUNDAY, (BUT WITH SATURDAY REVIEW OF BOOKS AND ART AND WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT:)	
One Year	$8.00
Six Months	$4.00
Three Months	$2.00
One Month	.75
SUNDAY, (WITH ILLUSTRATED WEEKLY MAGAZINE:)	
One Year	$2.00
SATURDAY, (WITH REVIEW OF BOOKS AND ART:)	
One Year	$1.00
MONDAY, (WITH WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT:)	
One Year	$1.00
DAILY AND SUNDAY TO EUROPE:	
Per Month	$2.00

TEN PAGES
with
Financial Review and Quotation Supplement.

Readers of The New York Times who may at any time be unable to procure copies of this paper at any news stand, ferryhouse, railroad station, or on any railroad train where newspapers are sold will confer a favor upon the management by sending to this office information of that fact.

TO READERS GOING OUT OF TOWN.
The New York Times will be mailed, daily and Sunday, for $1.00 per month, and the address changed as often as desired.

THE TRUE HOPE OF SPAIN.

It is plain that Spain—that is, the Spanish people, and, for that matter, the monarchy—would be in a far better state without her colonies in the Caribbean and without the Philippines.

The immediate benefit would be the ending of a tremendously costly and disastrous war, which has already destroyed all but a remnant of her navy, and is sure if it goes on to destroy that also, and which has laid a burden on her people that will be heavy and sore for at least a generation. But this war is only the latest incident in the history of the sacrifices the people of Spain have been forced by its Government to make for the retention of the colonies. The insurrections in Cuba and in the Philippines have more than exhausted all the income, either official or commercial, that these possessions have returned during the last half century. The sad state into which the finances of the country had fallen before the present war was substantially wholly due to the vast cost of the colonies.

But the money losses, and even the loss of the lives of active men taken from the producing class, from the available capital of labor, which the country sorely needs, have not been the greatest injury inflicted on the unfortunate people. The management of the colonies has been the chief single source of demoralization in Spanish public life, and this has been the greatest evil with which the nation has had to contend. In the colonies the politicians, and particularly the military politicians—the most offensive and most dangerous of their class—have been able to reap the rich reward of their essentially vile schemes. Our own land has suffered in times past, and is even now only too plainly suffering from this nuisance, but the general body politic is sound and the vileness is the rare exception. In Spain it is very nearly the rule, and though it cannot be abolished by the surrender of the colonies it can be reduced and confined to the home country, where it will be much easier to deal with it. It is not too much to say that, without the colonies, the chances of a stable, efficient, and decent Spanish Government would be at least doubled.

Some of the wiser men in Spain already see this, and, what is more significant, are beginning to discuss it publicly. The way to the end is extremely thorny and difficult, but the end is made inevitable by the course of the war, and its open recognition must hasten it.

ARE WE NOT SAFE?

To the Editor of The New York Times:

It has been the practice on our Government vessels since war was declared against Spain to navigate along the coast of the United States without running lights and in fog without the use of sound signals. It is hardly necessary to say, even to a landsman, that this method is a most dangerous one, and may lead to serious loss of life and property.

As there appears to be a very slight chance of Spanish vessels appearing on our coast for the next few months, would it not be well to call the attention of the authorities at Washington to the fact that this practice might be discontinued without interfering seriously with the interests of the United States in conducting the war?

MARINER.

New York, July 8, 1898.

The suggestion is sensible and timely. We should go further and ask those who are intrusted with the duty of National defense whether there is any continuing necessity for mines in our harbors.

There is now no possibility that Spain can send any expedition or single ship against our coast. Our ports are as safe against her assault as any city of Switzerland. Montojo and Cervera will cheerfully bear witness that they have no mind to put New York under tribute, destroy Portland, or bombard Boston. Cervera, indeed, may visit Fort Warren, but not in panoply. No Spanish craft remain in American waters except the disabled and unterrifying Terror and a few gunboats now sheltered in Cuban creeks. Camara will never trouble us.

It would seem, therefore, that we might relax our precautions, restore our harbors to a condition in which they will be safe and convenient for commerce, and re-establish, as our correspondent suggests, the ordinary rules of the road for our coast vessels. The business public has made up its mind that the war is not a disturbing factor. Our defensive preparations do still disturb commerce to some degree, however. Is it any longer necessary?

THE NAVY AND THE ARMY.

During the last three months the United States Navy has done more to raise the credit of this country abroad than had been done since the sea fights of 1812. It is proved that, comparatively small as it is, it has kept pace with the improvement in the mechanical means of warfare, while in spirit and discipline it has not declined under the enfeebling influence of "a calm world and a long peace." What there is of it is ready at any time to go anywhere and do anything that can be required of mortal man.

The contrast of the unreadiness of the army with the readiness of the navy has been humiliating. The strength of the army on a peace footing is that of a single corps. If we had had a single corps equipped and ready to follow up the successes of the navy, it may very well be that the war begun in February by the destruction of the Maine in Havana Harbor would have ended in the month of May where it began. Whose fault was it that the army was not ready?

There is only one answer to this in the army itself. It is the incompetency of the Secretary of War. The business of a civilian in the War Department is to do what Secretary Long and Mr. Roosevelt were doing in the Navy Department. It is to "push things" to find out what the army wants and to see that it gets it. It is not the fault of the officers of the army that this was not done. We are credibly informed that when war became imminent the General of the army prepared a memorandum of its needs, and that if his recommendations had been followed, as the recommendations of the officers of the navy were followed, the army would have been on the 23d of April as fit to take the field as the navy was to take the sea. But the small politician at the head of the War Department was too much absorbed in the game of politics to throw his energies into the game of the war. He shirked his duty in the department just as, according to the testimony of his superiors, he shirked it in the field during the civil war. He ignored the recommendations of experts, he shuffled and dawdled over his work, and the result was that even the regular army was not "mobilized" for six weeks after the war broke out, and that, with the exception of a few regiments of State and volunteer troops, with the readiness of which for service the War Department has nothing to do, the regular army is all the army that we have now.

The indignation of the brave and capable officers of the army over this contemptible trifling is not loud, but it is deep and general. This we know from the many expressions of sympathy which our own criticisms have elicited in private communications. From not one single officer have we heard, or heard of, a dissent from the professional belief that Gen. Alger is grossly unfit for his place. And yet these criticisms do not find voice in Congress. Why not? That is the "politics" of the War Department. Senators and Representatives have had their share of the patronage with which the Secretary has debauched and crippled the staff departments upon which the success of the work of mobilization depended by packing them with incompetent civilians.

Gen. Miles has finally broken loose from the trammels by which he was bound to a desk in Washington when the country was at war. He broke away once before, to excellent purpose, for he saw the horrible condition to which Secretary Alger's incompetency had brought the camp at Tampa, and he expressed his observations in terms which, although entirely proper and respectful to his official superior, could mean nothing less than that superior was incompetent. We may be sure that he no more endeared himself to Secretary Alger by that statement than those general officers endeared themselves to Col. Alger a generation ago who expressed the opinion that he ought to be dishonorably dismissed for neglect of duty.

That is precisely what ought to happen to him now. It is a National humiliation that the gallant little army upon the heights of Santiago should have been paralyzed by the garrison of the place, and should have been even put in peril of its own existence but for the support of the navy, because it was not provided with what it needed. An expeditionary force without suitable means of transportation for munitions and supplies, without sufficient lighters, without sufficient pack and draught animals, without cavalry, without siege artillery, is sent out by the richest nation in the world to give battle to a horde of destitute Spaniards.

If the President is not by this time convinced that his Secretary of War ought to be removed and replaced by a competent and faithful man, what cumulation of evidence would he require?

THE PROFESSOR ERRS.

"An American Admiral, it seems, is going to bombard the coast towns of Spain. With the smoke of his first guns will vanish the Monroe doctrine. If America will not let Europe alone, she cannot expect to be let alone by Europe."—Prof. Goldwin Smith.

Usually wise and well informed, the Professor here falls into an error which would be natural to an ignorant Berlin scribbler, but is really unpardonable in his case.

There is not a sentence, not a line, not an implication in the message of Monroe or in the subsequent and authoritative utterances by which the doctrine has been interpreted and applied that forbids us or makes it inconsistent and unsafe for us to assail, bombard, ravage, and destroy any European city or country in a war undertaken for a just cause in the defense of our National interests. The proof of that statement lies in the fact that we permit the European nations to make war on our sister republics in the New World whenever they have a grievance that justifies that method of redress. The British at Corinto, the Germans at Port au Prince, Spain herself in Chile, were met by no assertion on our part that the Monroe doctrine forbade them to proceed; nor did we restrain the French in Mexico until it became evident that the professed object of their foray was not its real object.

We shall in our own good time proceed to bombard the coast cities of Spain, if in the meantime she does not sue for peace. Does Prof. Goldwin Smith really suppose that any European power is going to be so foolish as to go to war with us for exercising our lawful and proper privileges? If they do, it will not be because we have violated our own Monroe doctrine, nor will our attack on Spain at home be an act in any manner inconsistent with that doctrine.

OUR FOREIGN COMPLICATIONS.

The sudden departure of the German squadron from Manila Bay is not much more explicable than its continued presence. It is true that the arrival of the American troops took away the pretext upon which the squadron was assembled, that of preserving order and protecting Germans. But that pretext was very thin. The protection of the Germans in Manila might have been intrusted to a single warship with entire confidence.

It is plain that Germany "wants something," and does not mean the war to end without bettering her position in the Far East. Her behavior has induced a suspicion that she meant to better it at our expense. The expressions of the Russian press point in the same direction. "Intervention" is beginning to be talked of at St. Petersburg. If it is not talked of at Paris, and if the French press has noticeably modified its tone, the modification must, we fear, be ascribed to commercial rather than to political considerations. Upon the whole, it appears that there are at least "velleities" in the direction of repeating the interference with Japan. A Russian paper has the courage to adduce that as a precedent.

We can imagine what would be the state of feeling in this country if it were shown that Russia, France, and Germany looked upon us as a jackal, or lion's provider, and were preparing to divide among themselves the spoil we had secured by war. But this supposition seems to be baseless. In the first place, not only these three powers but all Europe was not able to protect the Armenians against the Turk. In the second place the coalition of three years ago could not be repeated. Great Britain was then passive, but she would not be passive now in the face of an attempt to coerce the United States. As to Japan, she would welcome an opportunity to vent the resentment she has been nursing against her despoilers. There is not a statesman on the Continent of Europe who would seriously undertake to enforce a policy in the Pacific which was actively opposed by Great Britain, Japan, and the United States.

The American Navy is a new factor in the problem of the Far East, and the most important of all. The fate of Montojo and of Cervera is very admonitory to ambitious sovereigns. A London newspaper goes so far as to say that our navy need not greatly fear that of France. This is doubtless an exaggerated statement, considering the enormous disproportion in the number and power of ships. But when the same paper expresses the belief that the German Navy would have everything to fear from the American Navy it is on much safer ground. The Kaiser is an intelligent person, when he gives himself a chance. There is no doubt he has taken to heart the lessons of Manila Bay and Santiago. Germany has made a "naval demonstration," and she may make others. But she is not likely to push them to a point from which she cannot readily, if not altogether gracefully, recede.

An English gentleman, whose opportunities for studying the various races of the earth have been many, was on Saturday discussing the striking contrast between the terrible fate of the passengers on La Bourgogne and the gallant rescue of those on the burning Delaware. "I would not," he said, "care to raise the point with a foreigner, but I suppose it is only fair to make some allowance for men who can't understand the English language." It was a casual and all the more a significant recognition of the essential kinship of those who speak the English tongue and of their common spirit.

It is reported that the Spanish Gen. Toral, in command at Santiago, argued with Gen. Shafter as to the difficulty of capturing the town and the army, too, and mentioned as one thing which helped the Spanish, that they were rid of 20,000 refugees whom the Americans would have to feed. Of course, the advantage could be in part nullified by Gen. Shafter's refusal to feed the refugees, and he would have a clear right to refuse if his own men needed all the supplies. As a matter of fact, these poor people, with much suffering, seem slowly to be making their way to the American camp on the coast, where, according to Gen. Corbin, the supply of food will be sufficient to give them at least enough to keep them from starvation. Meanwhile, whatever gain Gen. Toral gets in having more food for his troops is dearly bought at the cost of the general indignation which his conduct must excite. It is hardly worth while for Blanco to appeal to the people of Cuba, as he has frequently done, to resist the invaders to the last, when on the first occasion his lieutenant drives out the people of a town to be saved from starvation by the invaders.

We published yesterday morning a letter from a Brooklyn correspondent who cannot be blamed for reading his Bible more carefully than he reads his Times, but who ought, at least, to read his Times more carefully before publicly commenting on it. Had he done so he would have seen no need of defending prayer and thanksgiving, since there was no condemnation of them. We called attention to what appeared to us a slight lack of perspective in the President's recommendation of prayer and thanksgiving. Perhaps our correspondent will see the distinction when we mention that an eminent clergyman of his own time, in expressing his gratification at the article in The Times, asked: "Does Mr. McKinley think that the ministers of the United States do not know how to treat a matter no more extraordinary than this?"

It is to be hoped that Mr. Morosini, who on Saturday was knocked down by one cyclist and run over by two others at Fifth Avenue and Forty-second Street, will succeed in identifying the offenders and administering to them something like adequate punishment in the way of fine or damages. That crossing, like many others in the city, has become extremely dangerous on account of the reckless speed with which cyclists often traverse it. The proportion of these is, we should say, not more than one in four of the riders, but the risks they impose on pedestrians are great. Those they incur are much less, for a handy rider can take a "spill" in comparative safety and can generally mount and escape before any one but a bicycle policeman can catch him. The number of such policemen is small, and a proper increase of the force is objected to on account of the expense. But any expense so clearly necessary for the protection of life and limb is justified, and a single officer at each dangerous crossing, ready to pursue a reckless rider, would prevent nearly all avoidable accidents. If funds are really lacking they could with propriety be raised by a license fee on wheels, such as is charged in Berlin. This would also aid greatly in identifying offenders and enforcing responsibility, and we believe that the great body of cycle riders would approve it.

TOPICS OF THE TIMES.

—In his cable letter from London, published in yesterday's paper, Harold Frederic spoke with brief but pithy phrase of the apparently near doom of the Latin races. He said that it was generally conceded among the northern races that the Latins were unable to keep pace with the rate at which the others pushed forward. Mr. Frederic seemed to regret that the downfall of the Latins must be accompanied by the disappearance of much that was romantic and beautiful. It must be admitted, however, that the nations which have cultivated the particular species of romance and beauty most familiar to Italy and Spain have always had to give way to those which were of sterner metal. The delicious atmosphere of Mr. Turner's "Italy," in which half-garbed women loll beneath trees and listen to the "lascivious pleasing of a lute," certainly makes beautiful pictures, but it contributes little to the betterment of the world. The truth that "Satan finds some mischief still for idle hands to do" is nowhere more forcibly illustrated than in the history of nations. Those countries in which the people continue to exist in picturesque leisure are also those in which national morality is at the lowest point, and the death of morality means the death of the nation. When Greece sank into the repose of a classically beautiful slothfulness, the Roman set his mailed foot upon her neck, and when Rome followed in the luxurious path of Greece, Alaric swept the seven-hilled city with fire and the sword. The Latin races at present are eaten to the core with indolence and moral corruption. The sterner and more decent northern races are industrious of body and clean of mind. The outlook for the Latins is not good.

—It is time now that the insurance companies, which are the only power recognized by the steamship companies, should make a law that they will not insure vessels on which three drills, to be specified, do not take place at least twice a month. These drills are familiar to every man who has served on board an American man-of-war, and they ought to be made familiar to every one who serves on a passenger ship in the ocean trade. These are fire drill, collision drill, and "abandon ship" drill. On well-governed lines these drills—or the first and third at any rate—are practiced, though none too often. Frequent practice of these drills results in every man's being perfectly familiar with his station and duties, so that in the hour when the drill becomes a real performance he is cool and collected. Furthermore, he knows that a correct performance of the duty allotted to him will insure his own safety, and hence he will not feel under the necessity of making a wild fight for his life. These facts are well known in the naval service, and men are kept familiar with the duties of these drills. It must be quite evident to every one that there was no system for abandoning ship on the Bourgogne, or at any rate a very imperfect one. The insurance companies, it seems, are the only authorities to deal with such matters. They work for civilized system at sea all the time. They compel ship owners to employ masters and mates who have passed certain examinations, and been formally licensed. They compel ship owners to submit their vessels to inspection of hull and boiler. They compel ship owners to limit the load of their ships. The laws bearing on these matters originated in the demands of insurance companies. Now let the companies demand the passage of laws requiring the drills mentioned on pain of raising the insurance rates. The companies which insure their own vessels would be reached indirectly, because they could not afford to neglect precautions designed to inspire public confidence. This is a matter which should receive immediate attention. Bourgogne horrors have no business to occur in an age of enlightenment.

PERSONAL.

—It has already been noted in this place that a cynic expressed his opinion that Mrs. La Casse, the one woman who escaped from La Bourgogne, must have been very strong. But it seems that this cynic has some reason for his view of the matter. It is true that Mrs. La Casse had a husband to assist her in making her escape, but it appears that she kept her consciousness and her nerve throughout all the trying events in a manner little short of marvelous. She sank beneath the surface of the ocean, rose again, was pulled on a raft, and floated about for several hours before she was finally rescued from her still perilous position. Yet, in spite of the fact that she was not a trained war correspondent nor even a professional newspaper woman of the most inoffensive sort, she was able on reaching port to write two different accounts of her experiences, each about a column and a half in length, for those two remarkable papers which think signed statements are news. There may be persons skeptical enough to doubt that Mrs. La Casse wrote these stories, but such persons forget that the lady had uncommon strength.

—The Rev. C. T. Atwood of Whiting, Iowa, has his own conception of the commandment "Love one another." A short time ago he announced that in the coming Fall he was going to marry Miss Annie Bigelow. On hearing this apparently pleasing news sixteen other young women promptly fainted. When they recovered they each and every one announced that they were engaged to be married to this admirable young clergyman. It would be cruel, perhaps, to insinuate that these young women had made themselves the victims of that peculiarity of their sex which leads it to throw itself at the feet of every unmarried minister, simply because a minister is a marrying man. The author of "The Heavenly Twins" says it is because of their faith in the superior morality of the clergy. But a clergyman who proposes to seventeen girls has an alarming deficiency in his morals. His only defense was that he loved them all because they were members of the Christian Church. The probability is that the poor fellow, occupying the terribly exposed situation of a young clergyman in a congregation well equipped with marriageable girls, simply yielded to the fascinations of every one of them who flung herself at his head.

—Commodore Schley's reputation will suffer seriously in certain quarters from the story which a kindly disposed weekly journal has seen fit to set in circulation. This tale is to the effect that when the Commodore returned from his Greely relief expedition he was pestered on every hand by papers asking him to furnish them with photographs. He was always opposed to having his photograph taken, and still more so to having it placed before the public. So being thirsty one day he stepped into a saloon to get a glass of beer, and there he saw a large portrait of himself behind the counter. He "sipped the beer," according to the weekly journal, and asked the bartender whose picture that was. Thereupon he was forced to listen to an eloquent discourse upon his own excellence as a naval commander. Now, this story will go all over the country, and all those excellent people who think that a saloon door is the gate of hades and a glass of beer the drink of Satan will cease to admire Commodore Schley or to regard him as a hero, because he drinks beer. Other people will point the finger of contempt at him because he did not know any better than to "sip" beer. But that part of the story is probably untrue. Any man who knows how to dispose of bottled goods as Commodore Schley disposed of Admiral Cervera's fleet surely knows what to do with a glass of beer.

NUGGETS.

By Jingo.

We didn't want to fight,
But, by jingo, when we're through,
We'll have their fleets all bottled, and
We'll own the bottles, too.
—Cleveland Leader.

Not Just Yet.

Cholly—I heah theah has been a second call for volunteeahs. Are you going, Chappy?

Chappy—No; I'm going to wait foah the third call. I believe in odd numbers.—Baltimore Jewish Comment.

Why Augustus.

"Why," asks the teacher, "did the Romans call their Emperor Augustus?"

Clearly, it is the opportunity of the bad boy, who is some day to be Admiral or a Secretary of the Treasury or something.

"They didn't dast to call him Gus!" he shouts, dissonantly.—Detroit Journal.

Acquisition of Useful Knowledge.

"I don't quite understand the latest exercise you have given the King," remarked the Spanish Queen.

"You mean the one in which he selects a number and proceeds to count rapidly backward?" inquired the tutor.

"Yes."

"That's to discipline his mind so that he can at all times keep account of the number of ships in his navy."—Washington Star.

A NORSE LEGEND.

Nellie Hart Woodworth in Boston Journal.

There's a Norse tale that centuries ago
The god of Summer reigned the whole year through,
And jealous of the sweetness everywhere,
With songs and fragrance filling the soft air,
The gods united and the fair god slew.

Down to death's prison house his form was borne,
While earth affrighted trembled at the deed;
Grew white with anguish moaning in despair,
Pleaded his pardon, urging her sore need,
And begged for warmth again and milder air.

Close folded were the petals of the flowers;
Trees dropped their leaves, hushed was the murmuring song
Of brooks and streams; the whole earth grieving long
Covered its dead self with a pale white shroud,
And moaned and moaned through the long wintry hours.

"Cost what it may," one of the gods declared,
"To ransom and bring back the Summer god
I go to-day down to the dark abode;
It was through us the earth was so bereaved,
Through us his pardon, too, shall be received!"

And he went riding through the dangerous vale;
Still on and on through day and night he rode,
Until he reached that dismalest abode;
Foul fiends were near, he met them all unharmed,
Since with a noble purpose he was armed.

At last he reached the prison gates and sprung
From his tired steed; backward the doors were flung
In welcome—"Nay, I come not here to rest,
But to release sweet Summer;" then he told
Them, how the earth bereaved was pale and cold.

Told them of all the bleakness dwelling long
Upon the poor dead flowers, their petals chilled
By cruel frosts, the tender birds were killed,
Silence was broken by a single song,
With desolation the whole land was filled.

The keeper of the prison heard the plea,
It touched his heart, he promised he would bring
Sweet Summer back again. "Your god shall come
Once more to cheer the earth when comes the Spring,
But in the Fall again I call him home!"

Thus every Spring, according to the rune,
The smiling god returns, the flowers appear;
Rejoice with the glad earth and grieve again
With her when he departs; pallid with fear
They faint with terror with the Winter near.

PUERTO RICO AS A PERMANENT POSSESSION.

By AMOS K. FISKE.

There can be no question to perplex any reasonable mind about the wisdom of taking possession of the Island of Puerto Rico and keeping it for all time. There has been the same depressing misrule there as in Cuba, and the only reason why there has not been the same revolt against it is that the case was hopeless. The comparatively small and compact territory and the military weakness of the population have enabled Spain to crush out any attempt with merciless promptitude. At the same time she has taxed the little colony to help put down insurrection in Cuba as well as to enrich the Spanish officials. There can be no doubt that the people of the island, very few of whom are Spanish by birth, would rejoice to be relieved of the oppressive and exhausting rule of Spain, although they have been powerless to resist it, and have hardly dared to give vent to a desire to be rid of it.

There is the same reason for driving the corrupt despotism of Spain out of Puerto Rico as for driving it out of Cuba, save for the melancholy difference between a hopeless submission to wrong and a hopeless struggle against it. The former condition is, indeed, the worse, for the cruelties practiced in trying to suppress chronic revolt excite sympathy and provoke interference from which rescue may come, while the deadening misery of hopeless submission may be allowed to go on forever. It is fortunate for Puerto Rico that Spanish outrages in Cuba have brought about an intervention which will rescue both islands at once. We are under a pledge to leave the fate of Cuba in the keeping of her own people when the Spanish sovereignty over them shall have been destroyed. They have created a claim to this by their own long and costly struggles for independence and by their own part in achieving it, and they have only to justify the claim by proving themselves capable of self-government and worthy of their heritage in order to become a free and prosperous nation. If they find themselves unable to do this, they may yet call upon the United States to take charge of their future destiny, and that may in the long run be better for them.

But we shall free Puerto Rico from Spanish rule practically without any effort on the part of its own people, and at our own proper cost as an incident of the contest to expel it from Cuba. This result is necessary to make that expulsion complete and lasting, for to be rid of the Spanish disturbance to civilization in the Western World, Spain must be thrust from her last foothold on American soil. We are not pledged to give Puerto Rico independence, and she will have done nothing to entitle her to it at our hands. Besides, it would be much better for her to come at once under the beneficent sway of the United States than to engage in doubtful experiments at self-government, and there is reason to believe that her people would prefer it. It would be in accordance with the genius of our institutions to accord them self-government in local affairs as soon and as far as they showed themselves capable of it, and experience would soon teach them how much they had gained by their providential escape from the cruel stepmother country.

The circumstances of the conflict for the enfranchisement of Cuba and Puerto Rico fully entitle us to retain the latter as a permanent possession. Our need of a foothold in the West Indies for naval purposes has long been recognized, and it is now more obvious than ever before. We have made efforts to secure it on the Island of San Domingo which were rendered futile by circumstances that we need not now recall. Once we secured it, so far as negotiation and agreement went, in the Danish Island of St. Thomas, and lost it again by the fatuous conduct of Congress in refusing to ratify the bargain, to the just resentment of Denmark and the humiliation of our Government in the eyes of its own people and of the world. Now we have it within our grasp in a far better form, with Congress and the people in a mood for taking and keeping it, and with every just and proper consideration in favor of our doing so.

As a naval station, the Harbor of San Juan de Puerto Rico is preferable in location to the Bay of Samana, Mole St. Nicholas, or any other place on the Island of San Domingo, and to Charlotte Amalia, the port of St. Thomas. Of the advantage of possessing all the land to which a naval station is appurtenant there can be no doubt. Puerto Rico occupies the central place on the eastern frontier of the great American archipelago, the outpost of the Greater Antilles, and the watch tower between the Bahamas and the Caribbees. The Mona Passage on the west and the Virgin Passage on the east are pathways to the South American coast. It is a commanding position between the two continents of the west, and upon the island rampart between the Atlantic Ocean and the Caribbean Sea. The most deliberate choice of a naval station in the West Indies could not have placed it better than the course of events, which has put the Island of Puerto Rico at our disposal.

And it is an island well worth having—the real gem of the Antilles. A little more than a hundred miles long and a little less than forty miles wide, it has nearly the area of Connecticut. In spite of misrule, exhausting taxation, and a backward state of industry, it is a populous island, having more than 800,000 inhabitants, or about as many as Connecticut. This is because the soil is most prolific and the climate exceptionally salubrious; and twice as many people could live there in ease and comfort. Except for the irregular eastern end, Puerto Rico is almost a parallelogram; and while there are bays and harbors at convenient distances all around its shores, the coast is less broken and less obstructed by reefs than those of any other considerable island in the West Indies. It has no large cities, but many small towns and villages, and the population is well distributed. San Juan, the chief port on the northern shore, has barely 25,000 inhabitants, and Ponce, near the southern coast, the largest and wealthiest city on the island, has less than 40,000.

The chief physical characteristic of Puerto Rico is its variegated and well-watered surface. The Sierra Cayey sweeps from west to east, though nearer the southern than the northern coast, with an average height of 1,500 feet, and, isolated from it in the northeast, the picturesque Triquillo culminates in the peak called El Yunke, "the anvil," some 3,600 feet above the level of the sea. From the long, low mountain range many ridges start forth, with wooded slopes, fertile valleys, and broad, rich plains, and there are more than a "thousand hills." Only here and there are the altitudes too great for cultivation, and the variety of level, with rich soil nearly everywhere, affords unusual possibilities of production. There are said to be 1,300 running streams on this island, of which 47 are considerable rivers, and yet one of the needs of the southern slope is irrigation, and one of the drawbacks of the towns is a lack of water supply. Nature's supply is unlimited, but man has not known how to utilize it. The real need is enterprise and industry.

Of the commercial value of Puerto Rico as a possession there is no possibility of doubt. Under a government that discouraged enterprise and prevented improvement, with an almost complete lack of roads and bridges in the interior to make communication and transportation economical, with primitive methods of cultivation and practically no manufactures, and with a stifling system of taxation and official corruption, it has supported a relatively large population and had a foreign trade of $35,000,000 a year. What is it not capable of under an enlightened policy and with a systematic application of enterprise and industry? The mountain forests contain mahogany, ebony, logwood, and other ornamental and useful materials, which may be so dealt with as to become a permanent and inexhaustible source of wealth. The upper ranges of land afford the richest pasturage, and even now the raising of horses, cattle, and sheep is a leading industry. The same levels are capable of producing great crops of fine cereals. Frost never comes, and the raising of tropical fruits can be extended indefinitely. The abundant rains are brought chiefly by the northeast trade winds, and the short southern slope of the mountain range is subject to occasional drought, but the soil is rich and may be easily irrigated. In the lower valleys and the stretches of plain near the seacoast the soil has an almost unexampled fertility.

What have been regarded as the staple crops are sugar, coffee, and tobacco, but they have been raised in a crude fashion and upon a scale that can be enormously extended. As elsewhere, the cane sugar interest has been under a depression on account of the European subsidizing of beet sugar, but by improved methods and economies it can compete against this disadvantage, while the coffee culture could be vastly increased with certainty of profit. It has been the custom to send tobacco to Havana to be manufactured, and there has been little system in its cultivation. The quality is inferior to that of Cuba only because it has not been properly dealt with. A cotton grows in Puerto Rico which has an exceptionally long and strong white fibre, but little has been made of it. Rice is produced without flooding the land, and Indian corn grows luxuriantly. A continuous succession of crops can be raised throughout the year on account of the richness of the soil and the genial and equable climate.

The climate is tropical, but there are no extremes of heat, save here and there and now and then on the lower coast lands. The idea that a tropical climate is of necessity unhealthful or enervating is a delusion. It breeds disease only where there is a neglect of sanitary conditions and disregard of hygienic considerations. In San Juan, as in Havana, there is no system of drainage and little attention to cleanliness, and the penalty of fever is the consequence. The same is true of other towns similarly situated. There is no proper attention to the distribution of wholesome supplies of water in cities and towns, though it would be an easy and inexpensive matter. Suppose American enterprise and capital should go down to this island to put it in order and develop its resources! There is a railroad across from San Juan to Guayama, a short piece from Ponce to Coamo, on the south coast, and another from San German to Aguadilla, on the west coast—about 125 miles in all—but a girdle of railroad could easily be put around the island, with spurs running into the interior. Decent roadways, with bridges across the numerous streams, would give a new impulse to industry by making it easy for its products to get to market. It is admitted that gold, copper, iron, lead, and coal "are found," but it is generally said "not in paying quantities." No adequate examination has been made to ascertain whether they can be obtained in paying quantities or not. American enterprise, once admitted, would speedily find out.

There is nothing in the tropical climate of Puerto Rico to prevent our people from going thither, but the labor force already there has never been half utilized. The real Spanish element is small even in the cities. The white population is mainly like the native element of Cuba—creole descendants of European colonists alienated from the Spanish stock. There are many blacks, possibly a third of all the people, and much mixed blood, but the population is not ignorant or indolent or in any way degraded. It is not turbulent or intractable, and there is every reason to believe that under encouraging conditions it would become industrious, thrifty, and prosperous. It is certain that a great advance could be made upon the present state of things, and the island could be rendered of no small commercial value to us and to its own people.

There is no reason why it should not become a veritable garden of the tropics and an especially charming Winter resort for denizens of the North. Apart from the attractions of climate and scenery, there is a quaint picturesqueness in the old Spanish towns, and many interesting associations with the infancy of America. Columbus, coming up from the Caribbees on his second voyage in November, 1493, came upon the southern coast and was delighted with its beautiful shores. He put in at the Bay of Aguadilla on the west and took water for his ships from the abundant springs which still pour out their limitless supply. He called the island, after his pious manner, San Juan Bautista, and went on his way to Hispaniola (Santo Domingo) to find the settlement he had made at Navidad, as a base for plundering the interior, utterly destroyed by the natives who were to be robbed.

In 1508 Ponce de Leon, who had become Governor of the western province of Santo Domingo, came over and took possession of this fair island of the "noble port," and established its capital, where it still bears the name given to the whole territory by the first discoverer. In the casa blanca which still ornaments the variously tinted town of San Juan he planned his expeditions in search of the fountain of perpetual youth, and from here he set forth on the quest which led to the discovery of the Florida coast, whose present name we owe to him—some say on account of the flowery aspect of the land and some on account of its discovery on Easter Day. It matters not, but we owe to Ponce de Leon the close association of our flowery peninsula with the verdant island of Puerto Rico; and perhaps the source of perpetual youth for nations was really found by the disappointed conquistador whom the Indians mortally wounded on our shores.

There are many relics of the aboriginal races of the Antilles in Puerto Rico, including that curious horse collar carved from stone, which is found nowhere else and is supposed to have been associated with the religion or the burial superstitions of the natives. There are neglected opportunities for the study of American ethnology in the island, as well as political, naval, and commercial advantages to be gained, and infinite attractions of tropic scenery and climate to be visited. Whatever may be said or thought of keeping the Philippines or acquiring the Hawaiians, there can be no question of the wisdom of taking and holding Puerto Rico without any reference to a policy of expansion. We need it as a station in the great American archipelago misnamed the West Indies, and Providence has decreed that it shall be ours as a recompense for smiting the last withering clutch of Spain from the domain which Columbus brought to light and the fairest part of which has long been our own heritage.

AMOS K. FISKE.

STATISTICS ABOUT HAWAII

A Series of Statements Relating to the Islands Published.

IMPORTS, EXPORTS, AND WAGES

Information Compiled from the Hawaiian Year Book and Our Consular Reports.

WASHINGTON, July 10.—The latest and fullest information relative to the newly acquired territory of the United States, the Hawaiian Islands, has just been given to the public in a special publication by the Bureau of Statistics. It consists of a series of statements relative to the people of the islands, their number, nativity, occupations, productions, exportations, purchases from other parts of the world, the share which the United States has in their commerce, the methods of raising revenue, and the amount annually collected and disbursed, indebtedness, currency, postal system, railroads and shipping, freight and passenger rates to and from the United States, wages paid in various employments, and prices of provisions and other necessaries of life. A part of this information is in the form of statistical statements of the commerce of the islands during a long period of years, a portion from the Hawaiian Year Book and other publications of that character, and a part from a late report to the State Department by Consul General Haywood, and which, taken together, present the latest and most complete statement of the conditions and business prospects in our new territory that has been given to the public.

Hawaii, it is shown by this statement, at present imports almost everything she uses, aside of course from sugar, coffee, and fruits, attention having been almost exclusively given to the raising of sugar, all of which, aside from that consumed in the islands, is exported to the United States. Indeed, the United States is 1896 took 99.64 per cent. of the entire exports of the islands, and supplied 76.27 per cent. of all imports, and Consul General Haywood, in his report, expresses the opinion that in case of annexation over 95 per cent. of the imports into the islands would be the growth, product, or manufacture of the United States, and adds that if the American tariff were in force in the islands about $500,000 worth of imports which now enter free of duty, and are bought in countries other than the United States, would be bought from this country, the free importation of fertilizers and coal alone in 1896 amounting to $466.319.

Travel to and from the States.

The opportunities for travel between the United States and Hawaii are described by Consul General Haywood, who says that the bulk of the steam passenger and freight traffic between San Francisco and Honolulu is controlled by the Oceanic Steamship Company, its rates being $75 for cabin passage and $25 for steerage, though a number of fine sailing vessels, which make regular trips between Port Townsend and San Francisco and Honolulu with limited passenger accommodations, charge $40 for cabin passage. The time for passage between San Francisco and Honolulu by steamer is from six to seven days. Freight rates from San Francisco are: By steamer, $5 per ton, and 5 per cent. primage; by sailing vessels, $3 per ton and 5 per cent. primage, while the rates to Atlantic ports are $5 to $7 per ton, with 5 per cent. primage, and the duration of the voyage between Honolulu and New York from 89 to 134 days. On the islands there are three railroads, which however, are used principally in carrying the products of the plantations to the various points of shipment, and aggregate about 70 miles in length.

The currency of the islands is of the same unit of value as that of the United States. The gold is all of American mintage, and United States silver and paper money is in circulation and passes at par. The Hawaiian money is paper, the paper being secured by silver held in reserve. Banks keep two accounts with their depositors, silver and gold, and checks are so worded that the depositor may specify the account from which the check is to be paid, though in case the check does not state in what currency it is to be paid, the law provides that the holder may demand gold if the amount is over $10. The Hawaiian silver money amounts to $1,000,000, of which $300,000 is held by the Government to secure a like amount of paper. The total money in circulation is estimated at $3,500,000. The rate of exchange is 1¼ per cent. on Eastern cities of the United States and 1 per cent. on the Pacific Coast. Gold is at a premium of 1 per cent. The annual internal taxes average $6.48 per capita, the total revenue from all sources was $2,283,070, (in 1896;) expenditures, $2,137,103, and the public debt, $4,101,174, bearing interest at 5 and 6 per cent. Commercial travelers are under the laws now in force required to take out a license, costing at Honolulu, for the island upon which it is situated, $570, and on each of the other islands. $255.

The Labor Market Overstocked.

The market for all kinds of labor, the report says, is overstocked, and it would be very unwise, in the opinion of the Consul General, for any one to visit the islands with no capital on the mere chance of obtaining employment, many of those who have so arrived being compelled to return disappointed. Wages on the plantations, including house and firewood, or room and board, range from $125 to $175 per month for engineers and sugar boilers, $50 to $100 per month for blacksmiths and carpenters, $40 to $75 per month for locomotive drivers, $100 to $175 per month for bookkeepers, $30 to $40 per month for teamsters. In Honolulu the rates are $5 to $6 per day for bricklayers and masons, $2.50 to $5 per day for carpenters and painters, and $3 to $5 per day for machinists. Cooks receive from $3 to $6 per week; nurses, house servants, and gardeners, $8 to $12 per month. Retail prices of provisions are as follows: Ham, 15 to 30 cents per pund; bacon, 16 to 20 cents; flour, $2.50 to $5 per 100 pounds; rice, $3.25 to $5 per 100 pounds; butter 25 to 50 cents per pound; eggs, 25 to 50 cents per dozen, and ice, 1½ cents per pound.

Sugar, coffee, tropical fruits, and rice, for which we send abroad more than $200,000,000 annually, are the chief productions of the islands, and while the quantity so produced amounts to less than one-tenth of this sum, it is believed that it may be materially increased. Of sugar, of which it is said the Hawaiian Islands are much more productive in a given area than those of the West Indies, the exportation increased from 294,784,819 pounds in 1895 to 520,158,532 pounds in 1897, and for 1898 will, it is expected, be considerably in excess of last year. Of coffee, the exportation increased from 3,051 pounds in 1891 to 337,158 pounds in 1897; of rice, the exportation increased from 3,768,762 pounds in 1895 to 5,499,499 in 1897, and in pineapples the increase was equally striking. In the matter of imports as above indicated, nearly all of the necessaries of life, aside from sugar, fruits, and vegetables, are imported, the products of the United States being given the preference in nearly all cases.

WEDDED, THEN PARTED.

Sergt. Sawyer and Miss Tooker Were Married Tuesday Evening, and He Left Next Day for Honolulu.

Sergt. John Harris Sawyer of the First New York Volunteers and Miss Alice Louise Tooker, daughter of Alfred R. Tooker, of 1,829 Columbus Avenue, were married Tuesday evening in the Holy Trinity Protestant Episcopal Church.

The young soldier and his bride had been sweethearts for a number of years. No date had, however, been set for the wedding until the First Provisional Regiment was notified to prepare for immediate departure for Honolulu. Sergt. Sawyer, when that order was issued, wrote his affianced, and suggested that they be made man and wife before he left. She consented, and named Tuesday as the date. On Tuesday evening, Sergt. Sawyer, accompanied by his brother, Private George Sawyer, and Corp. Henry C. Feely, came from Fort Wadsworth and repaired to the home of the bride's father. The whole party then went to the Holy Trinity Protestant Episcopal Church. The Rev. Charles De Witt Bridgman, the pastor, was waiting for them. The ceremony was quickly performed, and the soldier-groom and his comrades immediately returned to Fort Wadsworth, and rejoining their command left with it for the West next day.

English Artillerists to Compete.

LONDON, July 10.—The National Artillery Association has decided to send a volunteer team to take part in the Canadian competition. The team will sail on July 20, and will remain abroad seven weeks.

IN FOREIGN LANDS.

MORE DREYFUS PROSECUTION.—In the June number of The National Review there appeared an article on the Dreyfus case which explained why the court-martial which tried the unfortunate ex-Captain of Artillery found the prisoner guilty. The experts who had examined the bordereau had disagreed, and the court was about to dismiss the case, when Gen. Mercier, then Minister of War, said, "There is something else." He then proceeded to read the document which had been found in the German Embassy in Paris and believed to be destined for the German Embassy in Rome. This document, as has since been proved, contained the phrase which, translated, reads: "This animal D— has become too exacting." Mercier, it is alleged, substituted the name "Dreyfus" in place of the "D." The document was not shown to the court, the officers of which relied upon the word of the Minister of War. They found Dreyfus guilty. Joseph Reinach, a Captain in the Territorial Reserve of the French Army, translated a portion of The Review article for his paper Le Siècle. He was at once accused of being its author and a charge of breach of discipline was brought against him. A secret inquiry was ordered. M. Reinach appeared before the court in full uniform and presented as his sole defense a letter from Frederick Cornwallis Conybeare of the University of Oxford. This letter is perhaps the most important statement yet made by a foreigner in the Dreyfus case. It was addressed to M. Reinach, and reads as follows: "Sir: I learn from the newspapers that you are suspected in Paris of being the author of the article which I published in the June number of The National Review, and a few lines of which you translated in Le Siècle. I have not the pleasure of knowing you, but I nevertheless, as an honest man, think it my duty to hereby declare that I am the sole and unique author of the article in The National Review. I am a friend of France. I have always desired her prosperity and greatness, and it is thus that I thought it useful to publish the information which I had obtained in reference to the Dreyfus case from a certain and authentic source. No authorized denial has been advanced to the facts which I established on indisputable authority. I am therefore certain that Col. von Schwarzkoppen (the German Military Attaché at Paris when Dreyfus was arrested) would not deny that he made a monthly allowance of 2,000 francs to his usual informant, Commandant Esterhazy. I may inform you that the French headquarters staff is threatened with the publication in foreign papers of facsimiles of documents which were sold by Esterhazy to Col. von Schwarzkoppen, and which are all written by his hand. I assure you that this eventuality almost came about in February of the present year, and that the sword of Damocles is still hanging above the head of the general staff. A sincere friend of France, I pray God that the officers of the headquarters staff may act with wisdom while there is yet time and give proof of those qualities of justice and courage which have always so eminently characterized the French Army. I authorize you to publish my letter in the press, and to communicate the same to the judges of the court-martial. I am, sir, your obedient servant, Frederic Cornwallis Conybeare, of Oxford University." Notwithstanding his defense the name of M. Reinach has been stricken from the rolls of the Reserve.

⁂

THE FRANCO-BELGIUM RAILWAY GRANT IN CHINA.—The granting, by the Chinese Government, to a Franco-Belgium syndicate of valuable railway concessions in the Valley of the Yangtse-Kiang is now beyond the question of doubt. For several years Belgians have been very active in the large towns along the Yangtse-Kiang. They have built a cotton-spinning factory at Wuchang, the capital of the twin provinces of Hepeh and Hunan, which, being worked apparently by Chinese capital, is styled the Hepeh Government Mill. One of the chief promoters was the late Viceroy Chang-Chih-tung, who was also a particular friend of the Belgians. It is said in Brussels and Paris that Russia is more deeply interested in the concession than can be revealed at present. What disturbs the London press is the fact that a Lancashire firm made the machinery for the Belgian mill at a less cost than it did the machinery for the four English cotton-spinning mills already at work at Hankow and Wuchang. It is now announced in Paris that the English never obtained proper concessions in Hankow and Wuchang, and that they are liable to be ousted at any time by the Belgians who are the original concessionaires. To the objections that the British authorities have made the Tsung-li-Yamen has replied that the concession had only been granted the Belgians because the latter possessed no political influence.

⁂

MOVE AGAINST PUBLIC EXECUTIONS IN FRANCE.—M. Aynard introduced a bill in the French Chamber the other day which, should it become a law, would cause all legal executions in France to be conducted privately. Several speeches were made in favor of the bill, the general purport of which was that a public execution belonged to a former civilization, and the terror that it was supposed to strike to malefactors had no more effect than if the head of the criminal were set up on a pike in the Bois de Boulogne. It is quite likely that the bill will become a law, for the scandalous scenes that accompanied the execution of the assassin Carrara the other day drew forth a storm of reproach from the Parisian press.

⁂

THE RAILWAYS OF INDIA.—The report on railways in India for 1897-8 has just been published by the Indian Office in London. The following is a summary of some of the results pointed out: The total length of railways open on March 31, 1898, was 25,454½ miles, being a net increase of 926 miles over the preceding year; of this mileage 21,156½ were in full operation on that date, being an increase of 766. The mean mileage worked during the year was 20,531, being an increase of 748 miles. The gross earnings for 1897-8 amounted to 255,951,692 rupees, (about $51,190,339,) which is an increase of nearly $5,000,000 over the previous year. In the same period the working expenses amounted to 125,111,631 rupees, which was a little more than last year. The net earnings amounted to 130,840,061 rupees, being a decrease of 843,489 rupees. Of the total gross earnings, 73.87 per cent. was earned by the standard gauge lines, 25.52 per cent. by the meter gauge, and the balance, .61 per cent.. by the special gauge lines. The total number of passengers booked in the year showed a decrease of 5.94 per cent. The passenger earnings decreased by 7.31 per cent. What is termed "other coaching" traffic showed an increase of 26.01 per cent. The report explains this seeming paradox by stating that the falling off in "passenger traffic" in 1897 was chiefly due to the prevalence of the plague and the famine, while the increase under "other coaching traffic" was principally due to the abnormal receipts on account of the northwest frontier military expedition.

⁂

CONSUMPTION OF FOOD STUFFS IN PARIS.—Every year the Préfecture of the Seine makes a public detailed account of the consumption of the various food stuffs in Paris, an account which can be made up very exactly from the octroi figures. Every week 5,000 live beef cattle, 25,000 sheep, and 800 calves enter Paris. Of the 300,000 cattle sold in Paris last year only 3,000 were of foreign origin, contrasting strangely with London, where the foreign beef outranks the home grown. Of the 2,000,000-odd sheep, hardly any came from abroad, if Algiers be excluded from that term. All these figures do not include dead meat brought into Paris, of which there is a great deal, more especially of veal. In addition, Paris ate 7,000,000 chickens last year and 3,500,000 rabbits—of which Australia, by the way, contributed a fair share. About 12,000 tons of vegetables were consumed, and an even greater quantity of fruit. The statistics as to horseflesh seem a little vague. We are informed that there has been a diminution of horses slain for food by about 200 head; but the precise number actually slain is not given. Only 400 diseased animals were detected by the veterinary service, which speaks pretty well for the quality of meat entering Paris.

⁂

MASCAGNI'S NEW OPERAS.—The contract was signed a few days ago in Rome, for the production there in the early Autumn of "Iris," Pietro Mascagni's new Japanese opera. In the contract Maestro Mascheroni is nominated conductor of the orchestra, while Signor Mascagni reserves to himself the right to choose the artists. The representations will take place at the Costanzi Theatre, where eight years ago the genius of the young composer was revealed in "Cavalleria Rusticana." Then came "Amico Fritz," the "Rantzau," the "Radcliff," and finally the "Zannetto." "Iris" is said to be in the style of "Cavalleria Rusticana." Mascagni has almost finished his opera "Vestilia," in four acts. The action takes place in ancient Rome, and one of the scenes is a gladiatorial exhibition in the amphitheatre.

⁂

A SYNDICATE TO CAPTURE VENETIAN PALACES.—Tourists to Venice who have secured nice large tapestry-hung chambers in genuine Renaissance palaces for the small sum of 20 lire or less per week are likely to pay more for their accommodations in the future. A syndicate has been formed abroad to get possession of these old palaces and turn them into improved, modern lodging houses. The syndicate, which has plenty of British capital to back it, is the outgrowth of the Venice Hotels Company, which recently took over the Hotel Royal Danieli, the Grand, and the Victoria at Venice. This company was quietly organized in London three years ago, and its average profits per annum have been $53,015 on a working capital of $700,000.

MOTORMAN FINDS A BABY.

Abandoned in Shady Lane, Near Newtown, Presumably by a Couple Who Alighted There from a Car.

yesterday, being the first foundling taken to that institution from an outside borough since the formation of the greater city. It was found early in the afternoon in Shady Lane, near Newtown, by Louis H. Hesse of 362 Key Street, Brooklyn.

Hesse is a motorman on a car running between Flushing and Newtown. The continuous procession of humanity as presented to a motorman and the wonderful variety of incidents occurring daily in his car behind him have made of Hesse a philosopher and student of human nature. He noticed a well-dressed man and woman board his car yesterday afternoon, the man carrying a bundle. The couple left the car near Shady Lane, and as they did so Hesse thought he heard the faint cry of a baby. There were no babies on the car, and none in sight anywhere. Having nothing else to think about, Hesse thought of this infant cry during the remainder of the trip out, and on his return trip he had evolved a theory.

He stopped his car when he reached the lane, and made a hurried search in the bushes. He returned in a moment bearing tenderly a package with the child in it. The motorman carefully laid it away in a corner under a seat in front, and delivered it at the Newtown Police Station. It is a two-weeks-old male infant.

NEW CHURCH OPENED.

Services in the Basement of the Church of the Living Hope.

The new Congregational Church of the Living Hope, in East One Hundred and Thirty-fifth Street, near Trinity Avenue, was formally opened yesterday, with appropriate services. As yet, only the basement of the church has been built. This stands in a lot 50 by 80 feet, and cost, including the lot, $13,000.

The church was built with the assistance of the Congregational Church Extension Society, and the Rev. William T. Stokes, who was for eight years Superintendent of the Home Missionary Society, has been placed in charge. At the morning service the Rev. Charles C. Creegan, Secretary of the American Board of Foreign Missions, preached the sermon. During the afternoon the Sunday school children held special services, and in the evening the Rev. Washington Choate, Secretary of the Congregational Home Missionary Society, preached

The congregation is small at present, as the population of Port Morris, where the church is located, is small and scattered.

MRS. BROWN'S NARROW ESCAPE.

Was Taken from a Burning Building by a Neighbor.

The buildings in Brown's Elm Park, Richmond, were destroyed by fire early yesterday morning. The flames started a little after midnight, and spread rapidly. The park is well known as a picnic resort and athletic field. The buildings were a two and a one story structure and the pavilion. The only persons in the buildings at the time the flames broke out were Mrs. Jennie Brown, the late proprietor' widow, and Daniel McNally, manager of the barroom. The other employes lived outside of the grounds. Both occupants of the building were asleep in the two-story building when the fire broke out.

McNally dropped from his window to the roof of the pavilion, and then to the ground. Mrs. Brown climbed from her room to the roof of the one-story building after the flames had reached her room. So rapidly did the fire spread that the smaller building was already burning, and Mrs. Brown was in danger of being burned to death on the roof when discovered by Michael Lawlor, who lives opposite, and he procured a ladder and saved her. When the firemen arrived the buildings were almost destroyed. Mrs. Brown says she has lost all her personal effects. McNally saved only the clothes he wears.

There was no insurance on the buildings. The property has been in dispute for some time, and is advertised for sale on Thursday under partition. The cause of the fire is not known.

THE DELAWARE DISASTER.

Several of the Rescued Passengers Leave for the South.

Several of the rescued passengers of the lost Clyde Line steamer Delaware left yesterday by rail for destinations in the South. Quite a number, including women, still remained at the United States Hotel, getting over their nervous shock, while others returned to quarters they had occupied in the city before starting on their suddenly interrupted journey.

The sailors of the Delaware hung about the Clyde Line pier yesterday and related their adventure. They were highly appreciative of the general commendation of their conduct. One of the seamen, Lubline, had his head and hands swathed in bandages. He and a steward, who were among those who went ashore with the Captain and came to the city by rail, were slightly burned while clearing away the hatch gratings for use as rafts. The steward, whose name could not be learned yesterday, had only his hands burned, but Lubline had his hair singed, and his face about the jaws was blistered. Both had their burns dressed as soon as they reached the life-saving station.

BOY HIT BY PIECE OF STEEL.

Missile Falls from an Elevated Train, Just Missing His Head.

"Johnny" Dunn, six years old, of 396 Greenwich Street, was struck and knocked down, at 5:30 o'clock yesterday afternoon, by a heavy piece of steel casting, which dropped from a passing elevated train of the Ninth Avenue road, at Canal and Greenwich Street.

The missile, which weighed about three pounds, had evidently been detached from the engine. The boy's head was only about an inch out of the course of the falling object. He was struck a glancing blow on the left leg, which was cut open nearly to the bone. He was taken to the Hudson Street Hospital, where his wound was dressed, and he was carried home by his father.

"Wang" at Manhattan Beach.

De Wolf Hopper will revive "Wang" in a most brilliant manner at Manhattan Beach to-night for a limited engagement of two weeks. Many new people have been added to the company especially for this production. They include Miss Maud Hollins, Miss Minnie Ashley, and Miss Alice Judson, who will play Della Fox's original part of Mataya. New costumes have been made by Dazian and much new scenery has been prepared for the production.

Found Dead in a Catboat.

W. G. Williams, seventy-nine years old, who lived with his widowed son, Warrington B. Williams, at 589 Evergreen Avenue, Williamsburg, was found dead yesterday morning in a catboat in Jamaica Bay. He had gone fishing on Saturday afternoon in his boat, which was moored at Sands Point, Canarsie. Theodore Canfield of 800 Myrtle Avenue, found the body, which was taken to the Canarsie Police Station.

Wheelman Badly Hurt.

Ernest Bier, aged twenty-seven years, of 252 Wyckoff Street, Brooklyn, while turning to get out of the way of a Myrtle Avenue car at Bleecker Street fell from his wheel and struck his head on the pavement with such force that he was rendered insensible. He was carried into a store and an ambulance was summoned. Surgeon Glinnen discovered that Bier had sustained concussion of the brain, and removed him to St. Catharin's Hospital.

J. J. WHITE'S TROUBLES

His Press Agent Spreads an Alarming Tale of Indignities Heaped Upon Him.

NO PEACE AT THE JAIL

"Brutal Prussian from Coney Island" the Aggressor, Writes the Agent, but the Millionaire Did His Share.

The burden of woe which Sheriff Creamer and Warden Bergen of Brooklyn have been carrying since Josiah J. White, the eccentric millionaire of Columbia Heights was imprisoned in Raymond Street Jail, was materially added to yesterday. THE NEW YORK TIMES has already told of the numberless devices invented by Mr. White for the drawing of lines of care in the faces of his jailers, beginning with the night when the portly old prisoner slid down a rope outside the jail and hastened to Connecticut.

Last night an emissary of Mr. White visited the different places in Brooklyn where reporters are to be found, and disseminated the following typewritten information:

> About 8 P. M. last evening cries of "Murder! Murder!" were heard proceeding from Raymond Street Jail. It had been rumored for some time that Josiah J. White, who is confined in the civil prison with four or five others, was being treated badly; that he had been assaulted several times. His friends say that he has something done to him every night. A certain prisoner, said to be in league with the jail people, continually assaults him, and has declared that he will kill him. Mr. White has tried to defend himself as best he could, but this brutal Prussian from Coney Island got him down in Mr. White's room, which is remote from the Prussian's, and beat him unmercifully about the head and temples, and but for Mr. White's cries would have murdered him. The Prussian was urged on in this by the jail people.
>
> Mr. White expects to be taken to the Surrogate's Court to-morrow in the contempt proceedings, and it is hoped that something will be then done to protect him.
>
> He is without counsel and will have to defend himself.
>
> No person is allowed to see Mr. White at the jail.

Shortly after this, excited reporters began to stream in at the jail to make inquiries. They found several prematurely old keepers, evidently breaking down under the strain, who started nervously when the reporters appeared, and who, when the name of Mr. White was mentioned, assumed a hopeless expression that was touching to see. Questioning elicited the following facts concerning the outrage perpetrated by the "brutal Prussian from Coney Island":

In such leisure moments as Mr. White could find from his arduous labors in devising pitfalls for the Sheriff and Warden, he has been making things exciting for the other civil prisoners. One of his favorite amusements has been to strike up acquaintances with their visitors and hold forth to them on his wrongs. The Sheriff, in consequence, was obliged to curtail the visitors' privileges, and this has tended to make Mr. White unpopular with the other inmates. One of those who felt especially aggrieved was the brutal Prussian, whose name is John Goerke.

On Saturday night the brutal Prussian met Mr. White in the large room used by the civil prisoners and addressed to him some pointed but inelegant remarks. Mr. White, according to the jailers, promptly seized a stool and smote the Prussian on the head with it, felling him to the floor. The Prussian promptly recovered himself, knocked Mr. White down, and was pummeling him, when White's cries brought Warden Bergen and two keepers into the room and the combatants were separated.

"'Tis a happy day for the lot of us 'twill be when that ould incumbrance takes his hegira," said one of the keepers sadly to a reporter.

Sheriff Creamer, who is a man of musical tastes, is said by his intimate friends to have spent yesterday humming the words:

"Sad was the lot
Of the man who got
An elephant on his hands."

THE SUN AS A BROILER.

Southern Journals Swift to Resent Allegations About Their Section.

From The Norfolk (Va.) Landmark, July 8.

Our observant contemporary, The Charleston (S. C.) News and Courier, finds that one of the New England newspapers is complaining because the volunteers from that section are kept "broiling in the Virginia sun," instead of being drilled and equipped in the "cooler" latitudes of their own homes until the Government is prepared to send them into active service. The News and Courier answers this ridiculous objection so characteristically and so well that The Landmark feels that Virginia has been defended effectively enough with out the assistance of a single one of her own journals, but we cannot refrain from adding a few words to the discussion by way of thanks to The News and Courier and by way of indorsing its statements.

"In the first place," says our Charleston friend, "it is a well known fact, we believe, that the South generally is not in the tropics, but very far north of the northern boundary line of that region. Florida itself is probably the coolest State in this country when the dog star is in the ascendant, and most, or all, of its sectional neighbors share its advantage in this respect in a marked degree. It is a fact beyond question that sunstroke, which numbers its victims by the thousand every Summer in the Northern States, is practically unknown in the Southern row. Camp Alger is located near Washington, and is about half way between the latitudes of Richmond and Boston. It is barely 100 miles south of the latitude of Harrisburg, Penn.; Columbus, Ohio; Indianapolis, Ind., and Springfield, Ill. It is nearly on the same line with Cincinnati, and is above the latitude of St. Louis. It is a great deal nearer to Canada than it is to the mountains of North Carolina, to the southward. It is nearer to the latitude of the White Mountains than it is to the latitude of Chattanooga, and so on. The simple statement of fact which we made at the outset will suffice, however, in lieu of extended argument. It is that the Southern States are at least as cool in the Summer as the Northern States."

Since The News and Courier laid down these truths for the contemplation and reflection of New England, there has been a most significant verification of them. Last Sunday the official reports of the Weather Bureau showed that, while Norfolk's maximum temperature was but 92 degrees and that of Charleston still lower, the thermommeter in Portland, Me., one of the "cooler" New England States, showed 100 degrees, while the same figure was reached in Philadelphia, Washington, and Albany. Pittsburg, New York, and even frigid Boston sweltered under 98 degrees, while in Baltimore the mercury rose to 104. There is nothing extraordinary about these comparisons except the point which the heat attained. You may pick up the weather reports three Summer days out of four and find that the South is just as cool as the North, and you will often find that it is considerably cooler. While our New England contemporaries are complaining about the "broiling Virginia sun," they might do well to hang a thermometer on the walls of their own sanctums and see how the broiling Maine and Massachusetts sun is getting along. The difference in the normal Summer temperature of the Northern and Southern States is exceedingly small, as any one may discover for himself if he cares to examine the archives of the Weather Bureau.

New Zealand's Singular Birth and Death Rate.

From The London News.

The New Zealand birth rate continues to attract the attention of statisticians. It has steadily declined until it is now slightly under 26 per 1,000. In the last sixteen years it has fallen more than twelve points. Population increases, but the number of births remains virtually stationary, and so the rate per thousand sinks. The births numbered between 18,000 and 19,000 in 1882, and they numbered between 18,000 and 19,000 in 1896. If the rate goes on falling it will in a few years be on a level with that of Ireland, if not of France. Two things save the colony from an arrest of the growth of population. First the death rate—9.3 per thousand—is the lowest recorded of any country in the world; second, there is a small but appreciable immigration. Those who hold that a high standard of education and comfort involves a decline in both the birth and death rates have here a confirmation of their theory. The average of children in regular school attendance in New Zealand is higher even than in Scotland.

TRAGEDY IN ORANGE COUNTY.

Andrew Mason Found Dead and His House Wrecked by Dynamite.

MIDDLETOWN, N. Y., July 10.—A Swede employed at the works of the Mount Eve Granite Company went to a house in the woods near Florida this morning to visit a countryman, Andrew Mason, who lived alone in the deserted neighborhood. The man found the house a wreck, and the body of Mason nude on the floor. Mason was dead. An investigation disclosed the fact that dynamite had been exploded in the cellar, which tore up the floor and blew out one side of the house. Mason's wound was on the forehead.

A tramp attempted to rob Mason on Thursday, but Mason captured him and recovered nearly $200 which the robber had secured. Sheriff Selah R. Strong of Goshen and Coroner Joseph Harding of Port Jervis are prosecuting an investigation to-night. No money has been found in the house, and the officials believe the man was robbed and the house blown up with dynamite stolen from the quarry to cover the crime. Two unexploded sticks of dynamite were found in the basement. Mason was twenty-four years of age, and employed as a farm hand.

PRISON FOR CUNNINGHAM.

Fought His Case for Two Years—Must Serve Eighteen Months.

NEW BRUNSWICK, N. J., July 10.—J. Dixon Cunningham, formerly a lawyer of this city, is in the County Jail awaiting transfer to the State Prison. He was indicted in April, 1896, by the Grand Jury for obtaining $1,800 from Mrs. Mary Burke upon false pretenses. He was tried, convicted, and sentenced to eighteen months in the State Prison. His counsel, A. H. Strong and Howard McSherry, continued the fight. Cunningham was released under bonds pending an appeal. The Supreme Court upheld the verdict and sentence. Then the case went to the Court of Errors and Appeals.

Meanwhile Cunningham had gone to Chicago, and from there to Ontario. A few days ago the court of last resort affirmed the finding of the lower courts. Prosecutor Voorhees notified Cunningham's bondsmen, G. P. Cunningham, his father, and Detective C. A. Oliver to produce their man. Mr. Oliver went after Cunningham, and returned with him.

PLATTSBURG SUMMER SCHOOL.

Bishop of Ogdensburg Celebrates the Opening High Mass.

PLATTSBURG, N. Y., July 10.—The Catholic Summer School of America opened today at Cliff Haven, with pontifical high mass, of which Bishop Gabriels of Ogdensburg, N. Y., was the celebrant. He was assisted by the Rev. Dr. D. J. McMahon of New York City as assistant priest, the Rev. Dr. Sotto, Professor Mount St. Thomas Aquinas Seminary at St. Paul, Minn., and the Rev. F. Crowley of Plattsburg, N. Y., as deacons of honor, and F. Durck of Ogdensburg, nephew of Bishop Gabriels, and F. Fullam of New York as deacon and subdeacon of the mass. Mgr. Joseph F. Mooney of the Church of the Sacred Heart, New York City, preachel the sermon.

An excursion party of 100 New Yorkers, under the auspices of the Catholic Club of New York City and the management of Mr. D. J. O'Connor of the club, which arrived this morning at 7 o'clock from New York City, attended in a body the opening services.

Lectures begin Monday morning at 10:30, with the Rev. Charles Warren Currier of Baltimore, and the Rev. Thomas F. McLaughlin of New York City as the lecturers.

DREADFUL DILEMMA IN FRANCE.

Deibler Threatens to Resign and There Is No Place for the Guillotine.

From The Pall Mall Gazette.

Now that the prisons of Paris—Mazas, La Roquette, and Ste. Pélagie—are to be pulled down, leaving but one grim survivor, La Santé, (a model, if misnamed, establishment, for there the discipline is stricter than elsewhere,) the question has arisen, What is to be done with the guillotine? Hitherto all the public executions in Paris have take place in front of La Roquette. Now another site must be found. The corner of the Rue St. Jacques was thought of at first; for there the guillotine used to be erected years ago. But it is a little far from La Santé, where the condemned are in future to be lodged. A free space at the back of the Santé was next hit upon. A door might be made through the prison wall, and the prisoner would only have a few steps to make before reaching the instrument of death. Here also there are no neighboring houses abutting, only the dead walls of a convent and of the Hospice du Midi, so that no curious spectators could overlook the final scene. But the nuns and the hospital patients raised a wall of protest. Why should their tranquillity be thus invaded by the ghoul-like Deibler and his band?

As an alternative it was suggested that the executions should in future take place within the walls of the prison, and their publicity thus be suppressed. A municipal councilor has taken up the matter, and, if he gains his point, other towns and communes will doubtless follow the example of Paris. That there should be any difficulty whatever in carrying out such a reform is due to the circumstance that in a country like France, where revolutions are frequent, and the guillotine has a bad political record, the publicity of execution is a certain guarantee. The public feels safer. It would be a mistake, however, to suppose that the publicity of these scenes has been otherwise than extremely restricted of late years. Those bloodcurdling tales about crowds of nameless nightbirds shouting "A mort! A mort!" outside the prison walls until the wretched victim was brought forth have made, and still make, excellent "copy," but they must be taken with a grain of salt. Only a day or two ago the Débats, which is in favor of private executions, spoke of the disgraceful incidents at Carrara's execution last Saturday. As a matter of fact, if any disgraceful scenes took place, it must have been the Prefect of Police and his friends who created them, for only a few privileged persons, (among whom are certain journalists,) to whom the coupe-file, or pass of the Prefecture of Police, has been furnished, can come within sight of the execution.

There is only one house in the neighborhood of La Roquette from the roof of which a glimpse of the guillotine can be obtained. The few available places there are let at fifteen to twenty-five francs each. Three lines of police keep back the general public—a very dirty public as a rule—at a great distance away from the open place in front of La Roquette Prison, and only those in the first rank can by any chance catch even a faint view of the crossbeam of the guillotine, which in the dim dawn looks like a splash of black. It is no longer even possible for these outside spectators to see the knife fall, for recent improvements have made the guillotine a much smaller and more delicate instrument than it used to be. The two parallel uprights down which the knife slides are a third shorter than they were formerly, and are no longer painted bright scarlet, but a dirty vandyck brown. The knife, which is usually represented in the illustrated papers as a great, triangular piece of steel, has now almost a razorlike shape, and is weighted with mercury let into a reservoir at the top of the blade, (the axe of the German executioner is similarly weighted,) and no longer with lead.

Even if the condemned man were to be beheaded within the prison walls, it is probable that the same crowd would collect outside and utter the same noises, which are not audible, however, to those present at the execution, except very faintly. In the meanwhile M. Deibler threatens to resign. He has done this several times before; indeed, in this respect, he resembles a French Cabinet Council. Old age is his present excuse, and the desire to hand over his functions to his son. The absence of M. Deibler will rob the executions of much of their horror. A more weirdly repulsive figure it would be difficult to conceive than this old, old man, limping about under his old dilapidated silk hat, built in the fashion of 1848, with his methodistical beard and black surtout, (the last of the surtouts,) his squinting, villainous eyes, and sensuous, pendulous, Fagin-like nose, and infinite "morgue." His hands are dyed with the blood of over 500 wretched fellow-creatures—murderers doubtless, but the pride and joy of the man in his loathsome occupation is horrible beyond description.

Mrs. S. V. R. Cruger Back from Europe.

Mrs. Stephen Van Rensselaer Cruger, who was abroad when her husband died, on June 23, returned yesterday on the French Line steamship La Bretagne. She was met at Quarantine by a nephew and another relative, who boarded the steamer from the revenue cutter. She left the city at once for her country home, at Bayville, L. I.

SAVAGE FIGHT IN A TENEMENT.

Man Dangerously and Five Other Persons Badly Wounded as Result of a Quarrel at a Party.

In the big tenement at 516 East Sixteenth Street last night a free fight followed an evening gathering, with the result that six persons were injured, and one of them may die.

The party was held in the rooms of Lawrence Gillen and his wife, Mary, on the fifth floor. Toward 11 o'clock screams of "Murder!" were heard and howls of rage, mingled with the breaking of glass and the fall of heavy bodies, and the half-hundred tenants of the house rushed out yelling to the street.

Patrolman O'Raw ran into the house. He found the fifth floor doors locked, but could hear the fight raging within. He was soon joined by two other patrolmen, one of whom he sent to the East Twenty-second Street Station for aid, and a patrol wagon with six men soon rattled up to the house.

Some of the patrolmen guarded the exits, while the others battered down the door. One man was found unconscious on the floor with a gaping stab wound in the right side. He is Patrick Powers, who lives in the house. There were five others in the room, and they were all bleeding from severe wounds. The rooms were a wreck. Everything had been smashed. No one could tell who had stabbed Powers, for, according to those concerned, early in the fight the lights had gone out, and the battle ended in the dark. Several bloody knives lay in the wreckage on the floor, with broken bottles and bits of dishes.

Gillem and his wife had cuts about the head and arms; William Carney, seventy, and his son William, thirty-nine, of 621 East Fifty-first Street, had cuts all over the body. The other injured person was Ellen, the wife of Powers, who bled from a dozen small cuts.

An ambulance was summoned and Powers was hurried to Bellevue, where it was doubted whether his life could be saved.

From all the police could learn, the fight started because the good looks of Mary Gillem had elicited words of admiration from the younger Carney, which were objected to.

HONORED A SOLDIER'S MEMORY.

Services Held at Father Malone's Church for C. D. Holland.

An impressive scene was witnessed in Father Sylverster Malone's church, Wythe Avenue, Williamsburg, yesterday morning at the conclusion of the 8 o'clock mass. Three thousand men, young and old, members of the Holy Name Society, Father Malone's Young Men, Washington Council, Knights of Columbus, and Sylvester Council, Catholic Benevolent Legion, had assembled in the church at a communion service, which was offered for the repose of the soul of their late comrade, Charles D. Holland of the Seventy-first Regiment, who fell at the storming of San Juan Hill near Santiago.

The capacity of the old church of the "Flag and the Cross," as it is more familiarly known, was taxed to its utmost, and a large number were compelled to remain outside of the edifice. The gathering was not confined to the communicants of the Catholic faith alone. A large number of the dead soldier's friends who are non-Catholics came to pay homage to his memory. Owing to the absence of Father Malone, the services were conducted by Father O'Brien, who delivered the eulogy, at the conclusion of which the gathering knelt in prayer.

WEDDED A SOLDIER.

Miss Whitehead of Brooklyn Married to Sergt. F. C. Wheeler.

Miss Agnes Cecelia Whitehead, daughter of Mr. and Mrs. J. F. Whitehead, of 426 Eleventh Street, Brooklyn, was married Saturday evening at her home to Sergt. Frederick Corse Wheeler of Company C, First United States Regiment of Volunteers. The ceremony was performed by the Rev. Dr. Parker, who is at present filling the pulpit of the Rev. Dr. Morrison of All Saints' Church, Brooklyn.

The mother of the groom is a first cousin of Mayor Van Wyck. The bride is a descendant of an old Revolutionary family. The wedding had been planned to take place in November next, but Mr. Wheeler joined the army a few weeks ago and learned last Monday that his regiment would move from Camp Townsend within a week. When his fiancée visited him in camp the following day they determined to be married at the earliest moment. The ceremony was arranged to take place on Saturday afternoon, but the prospective groom could not get leave of absence until evening.

No one was present at the ceremony except the bride's parents and sister, Miss Elizabeth Whitehead, and E. M. Williams, a friend of the groom. The two latter acted as maid of honor and best man, respectively. The bride and groom left immediately after the ceremony for Camp Townsend, where the groom was obliged to report to his regiment. The bride will live in Peekskill until the regiment moves, when she will follow her husband wherever he is sent.

HIS DEATH DUE TO ACCIDENT.

Kinsley Magoun Was Thrown from His Trap Near Hempstead.

HEMPSTEAD, L. I., July 10.—The death of Kinsley Magoun was a surprise to most of his friends here. At the clubhouse of the Meadowbrook Club a number of persons knew he was ill, but few knew the seriousness of his case. Only intimate friends of the family heard of the accident which caused his death.

Mr. Magoun was thrown from his trap on Tuesday afternoon on the road from Lynbrook to Hempstead as he was returning from the Rockaway Hunt Club after the polo game. His head struck on the macadam, and he was picked up by his coachman after the latter had managed to quiet the runaway horse. Mr. Magoun did not recover consciousness despite everything that was done for him.

Gladstone's Charity and Postcards.

There are some interesting things about Mr. Gladstone in an article by his old friend, Lord Stanmore, in the July number of The Fortnightly Review. Lord Stanmore mentions among Mr. Gladstone's characteristics his magnificent and unostentatious generosity. "I do not think," he says, "there can now be any objection to saying that, even at a time when he was a comparatively poor man, he belonged (as did some other persons of distinction) to a private association, the bond of which was the pledge of each member to devote a considerable part of his annual income to works of public charity and personal benevolence. The names of the members of this association were never published, or even made known to the association generally, while the amounts they gave were, I believe, known to the Treasurer only." How unlike the present day—when charity and newspaper paragraphs so often accompany each other.

Mr. Gladstone's innumerable postcards in reply to officious correspondents once formed the subject of remonstrance by a friend. He took the remonstrance in good part, and admitted that 99 per cent. of his correspondents had no right to an answer, and were guilty of impertinent intrusion; but, he added, "there might be one who was really seeking for help and might listen to his counsel, and that he should not think he did his duty if, for the sake of his own ease, he denied help which might be sincerely sought for, and which it was in his power to give."

Little Boy Fatally Burned.

William Evers, four years old, set fire to his clothing while playing with matches yesterday at the home of his parents, 304 West One Hundred and Forty-eighth Street, and was so severely burned about the head and body that at the Manhattan Hospital, where he was taken, it was said that he would not recover. In tearing off the child's blazing clothing his mother, Mrs. Jennie Evers, burned her hands badly.

Man Drowned While Bathing.

Walter Henry, twenty years old, of 92 Barrow Street, and Joseph Bash of 420 West Thirty-first Street, crossed to Jersey City yesterday and went bathing at Uldrichs's boathouse, at the foot of Danforth Avenue. Henry, who was a good swimmer, was seized with cramps and drowned before aid could reach him. The body was not recovered.

Specie on La Bretagne.

The French Line steamship La Bretagne, which arrived yesterday morning from Havre, brought 520,114f. in specie.

DEATH LIST OF A DAY.

N. Pendleton Schenck.

N. Pendleton Schenck, a well-known lawyer, died yesterday morning of heart disease at his home, 162 Columbia Heights, Brooklyn. Mr. Schenck had his office at 19 Liberty Street, Manhattan. He was a member of the Hamilton Club, Union Club, Democratic Club, and Church Club of the Diocese of Long Island. His father was the Rev. Dr. Noah Hunt Schenck, former pastor of St. Ann's Church, Brooklyn.

Obituary Notes.

MRS. NANCY LUDLAM SQUIRE, wife of Seth P. Squire of 71 East Eighty-seventh Street, died yesterday afternoon. Mrs. Squire had been an invalid for a long time. She was fifty years of age, and a native of Tarrytown. She will be buried this afternoon at 2 o'clock. The funeral services will be conducted at the home of her husband. The interment will be in Sleepy Hollow Cemetery, at Tarrytown.

CORNELIUS J. DONOVAN, brother of Chief of Police Charles A. Donovan of Hoboken, died yesterday from Bright's disease. He was born in New York in 1842, but had been a resident of Hoboken for many years. He at one time kept a saloon at Cortlandt and Greenwich Streets, this city, and afterward at Newark and Hudson Streets, Hoboken. When he gave up the latter he established a road house on the Hudson County Boulevard at the Bergen County line. It was there he died. He was at one time a Tax Commissioner of Hoboken, and fifteen years ago was Sergeant at Arms of the New Jersey Assembly for two terms. He was a Democrat.

JOHN KANE, aged sixty years, died Friday afternoon at the residence of his daughter, Mrs. Mortimer F. Shea, 205 East Fifty-seventh Street. He will be buried at 10:30 this morning from St. Vincent Ferrer Church, Sixty-sixth Street and Lexington Avenue. The interment will be in St. Reynold's Cemetery. Mr. Kane was a veteran of the civil war. He served throughout, and was severely wounded at Antietam. After the close of hostilities he established a crockery business, and retired only recently. Up to the time of his death Mr. Kane was actively identified with the Duryea Zouaves, the company in which he served during the civil war.

A Fresh Water Sailor's Views.

From The Kansas City (Mo.) Star.

Sinking Spanish ships is probably better than capturing them. It would be difficult to get American sailors to man a captured Spanish war vessel after the experiences at Manila and Santiago. The fate of its former owners would be in the minds of the sailors all the time, and, remembering how easily Spanish ships went down, they could not handle the captured vessels with such supreme confidence as they display on American ships. The Navy Department is said to be contemplating an effort to save one or two of the least damaged of Cervera's ships that lie off the coast where they were abandoned, but it is doubtful whether the work would be worth the cost. They would better be left to be battered to pieces by the rocks and the waves. A man does not need to be superstitious to feel a dread of having a captured Spanish war vessel added to the American Navy, with the expectation of using it for serious fighting, but when it is remembered that sailors are generally more influenced by omens than any other class of people, it may readily be understood that a captured Spanish ship, fighting side by side with the American vessels, would be looked on as a hoodoo and be more of a hindrance than an aid in battle.

Corn Bread.

From The Savannah (Ga.) News.

There is no more wholesome, palatable, and strengthening article of food in the whole catalogue than corn bread. It is truly the staff of life of the rural laboring classes in the South from year's beginning to year's end. Among the brawniest, toughest men in the country are the hands who work on the turpentine farms in Georgia. Their regular rations consist of one peck of corn meal, five pounds of bacon, and a pint of molasses per week. These articles constitute pretty nearly if not quite their whole bill of fare during the time they are in the woods cutting or chipping boxes, or dipping turpentine, yet they are always well conditioned, hard of muscle, and in good spirits.

MARRIED.

WHITE—BOYD.—At the residence of the bride, Brooklyn, on Saturday, July 9, by the Rev. Dr. Charles Cuthbert Hall, Mrs. Henrietta Boyd to Mr. George C. White.

DIED.

KIDD, HENRY MARTINDALE.—Lost at sea, with the steamship La Bourgogne, July 4, 1898.

SCHENCK.—Suddenly, on Sunday, July 10, at his residence, 162 Columbia Heights, Brooklyn, N. Y., N. Pendleton Schenck, eldest son of the late Rev. Noah Hunt Schenck, D. D.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED JULY 10.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. July.
BURKE, Mary E., 326 W. 47th St....	23	8
BRADY, Thomas, 112 E. 106th St....	65	8
BUCKHOLZ, Anton, 431 E. 81st St..	1	9
BENHAM, Frank, German Hospital..	24	10
BRUCE, William, Manh. State Hosp.	38	8
BALLAH, Tillie, 39 1st St...........	24	7
BROWN, Arthur, 221 E. 41st St.......	40	8
BENTIL, Margaret, 100 1st St........	75	9
COLLINS, Annie, 309 E. 38th St......	36	8
DAY, Ernest, 262 W. 41st St..........	1	9
DAVIS, Kate, 136 W. 103d St.........	54	8
EASTMAN, Emily, Colchester, Conn.	53	9
EDWARDS, Fred. A., 245 E. 103d..	15	6
FRADENBURGH, John B., Brooklyn.	55	9
FALLON, William, 441 3d Av.........	4	10
FANNING, William, 503 W. 132d St.	2	8
GOEWEY, Helen, 788 9th Av.........	82	8
GHIGLIOTTI, Giovanni, 5 Baxter St.	1	9
HONIGAN, Michael, 26 Greenwich St.	50	8
HOGAN, Thomas, 444 E. 78th St....,	2	8
HARTMAN, Chas. G., 196 Avenue A.	26	9
HACK, Frank, 226 E. 81st St.........	26	8
JOLLY, Caroline, 505 W. 46th St......	2	9
JOHNSON, Axel W., 120 E. 119th St.	1	9
JAEGER, Lizzie, 422 Amsterdam Av.	2	9
KLEIN, Nathan, 134 Division St.....	50	10
KLIMBACH, Charles, 646 2d Av......	50	8
KNOX, Thomas, 42 Nassau St........	40	8
LEVY, Jennie, 20 Pike St............	63	9
LENOX, Delia, 46 Forsyth St.........	41	8
LOWENTHAL, Ruth, Brooklyn.......	8	9
MABEL, William O., 298 W. 138th St.	58	7
MEYER, Joseph, 208 W. 28th St......	86	9
MASON, Katie, 1,136 1st Av.........	1	9
MOSESSON, David S., 115 Norfolk St.	1	8
McCARTHY, Mamie, 229 W. 143d St.	28	9
McCRORY, Dan'l, 113 Christopher St.	1	8
OERTEL, George F. J., 404 W. 22d.	73	8
OPPENHEIMER, R., 75 Chrystie St.	89	9
OPPENHEIMER, Betty, 313 E. 124th.	62	9
PATTERSON, Sarah E., 344 W. 27th.	26	9
POSNER, Lena, 250 W. 27th St......	74	8
PRIGNANO, Luigi, 52 Oliver St......	1	9
PEARSON, John, 215 E. 96th St....	80	8
ROSENFELD, Alice, Willard Parker Hospital	1	9
RINALDO, Chaje S., 64 Cannon St..	70	10
STUSSY, John, 50 Beach St.........	86	7
SILBERMAN, Evelyn J., 365 E. 123d.	4	8
SEUBERT, George C., 1,806 3d Av..	19	9
SCHIEBECK, Gertrude 33 Sheriff St.	5	10
SONTAG, Ida L., 238 W. 65th St......	8	9
SCHOENBRUN, J., 144 Columbia St.	1	8
SIEGEL, Hans, 34 Horatio St.........	29	9
TUMASULO, Agnese, 68 Mott St....	17	9
TREVELL, Effie, 18 E. 76th St......	85	9
VERNIERI, Antonia, 20 Mulberry St.	1	9
VERNON, F. O. D., 151 W. 79th St.	24	8
WALKER, Thomas, 119 W. 19th St.	62	9
WATTERS, Joseph, 46 E. 10th St....	55	9
WHEELER, John, Corona, L. I.....	51	9

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. July.
ARNOLD, William, 97 Middleton St..	37	8
BENDER, Rosie, 291 Jefferson St.....	1	9
BEATTIE, Alfred, 262 St. James Pl...	84	9
BRODERICK, Kate, 145 Calyer St....	27	9
COLLINS, William, 714 Henry St....	85	8
COUGHLIN, Mary, 494 Court St......	63	7
DONOVAN, James, 115 Prospect St...	1	9
DE LIBERTA, 104 President St......	3	10
ENDIG, Michael, 74½ N. 5th St......	1	9
ENGELMAN, Elizabeth, 410 Myrtle Av.	76	9
GRAHAM, Isabel, 457 State St........	1	9
GOODE, Lawrence, 417 Marion St....	9	9
GRENNER, Conrad, 221 Duffield St...	36	8
GUINARD, Charles, 1,013 Herkimer..	87	8
GALLAGHER, Mary, St. Mary's Hosp.	65	9
HENRY, Annie, 560 Hicks St..........	1	8
HEMER, Charles, 98 Morgan Av......	1	8
HECKELMANN, Anna, 227 Maujer St.	21	7
HAMMOND, Frederick, 182 Warren St.	23	8
HARDING, William, 222 Livingston..	75	8
JOHNSTON, George, 757 Halsey St..	1	10
KELLEHER, Daniel, 114 Weldon St..	59	8
KEOGH, Dennis, 286 Smith St........	1	9
KLEIN, EMIL, 383 Ralph St........	7	9
KASPER, John, 92 Stanhope St......	66	7
KOELIN, Katharine, 150 Marion St...	58	9
LAFFERTY, Bernard, 36 York St....	1	9
LEWIS, James, 761 Bergen St........	1	9
MONOCO, Vincenjuro, 263 Nassau St..	1	9
MAXWELL, Isabella, 402 Columbia St.	1	8
McMAHON, Thomas, 918 Dean St....	1	9
McCOFFIN, Delia, 38th St. & 13th Av.	30	7
McGROARTY, Francis, 61 Bridge St..	1	9
McCOOMBS, Ann, 278 Skillman St....	65	9
NOLD, Annie, 217 Stagg St..........	1	10
PIGOT, Harry, 220 South 3d St......	13	10
RODE, Mary, 215 Maujer St..........	1	9
RUSSELL, Morris, 248 North 6th St..	5	9
SCHOLL, Emma, 84 Hope St.........	1	8
SANFORD, Emma, 365 State St......	82	8
SANTOMENNE, G., 178 Jamaica Av..	2	9
SCHENCK, N., 162 Columbia Heights.	43	10
SOMMERS, Lizzie, St. Agnes's Home.	2	10
TRUSH, Joseph, 119 George St.......	1	9
THORN, Gilbert, Dresden and Atlantic Avs............................	6	8
TURNER, Emily, 589 Baltic St......	62	9
ULMER, Andrew, 52 Lincoln Place..	38	7
VOHS, Wilhelm, 419 Hicks St.......	3	9
WILLIAMS, Roswell, 175 N. Y. Av...	68	9

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

American Express Co.
Established 1841. Capital, $18,000,000.
65 BROADWAY.

Issues **TRAVELERS CHEQUES** immediately available as funds everywhere.

Draws **FOREIGN DRAFTS** in Sterling, Francs, Marks, and **Money Orders**, on all parts of the Commercial World.

Makes **CABLE TRANSFERS** of money to England and the Continent.

These facilities are obtainable at all offices of the Company.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad, municipal and other approved securities.
Letters of Credit Issued.

NORTON & TUNSTALL,
33 WALL STREET, NEW YORK.
Members of
NEW YORK STOCK EXCHANGE,
NEW YORK COTTON EXCHANGE.
STOCKS AND COTTON.
Investment Bonds and Securities.
Apply for Market Letter.

FINANCIAL.

Brooklyn Elevated Railroad Co.

REORGANIZATION.

TO THE HOLDERS OF

First Mortgage Bonds of the SEASIDE AND BROOKLYN BRIDGE ELEVATED RAILROAD CO.

Second Mortgage Bonds of the BROOKLYN ELEVATED RAILROAD CO.

Second Mortgage Income Bonds of the UNION ELEVATED RAILROAD CO.

Capital Stock of the BROOKLYN ELEVATED RAILROAD CO.

Referring to the advertisement of this Committee under date of May 14, 1898, calling for the FOURTH AND LAST INSTALLMENT of the amounts to be paid by the above-named security holders, NOTICE IS HEREBY GIVEN that after JULY 11, 1898, no further deposits of said securities or amounts due thereon will be received except on payment of such penalty as may be imposed by this Committee.

NEW YORK, June 24, 1898.

F. P. Olcott, Chairman;
James T. Woodward,
Charles Parsons,
Ernst Thalmann,
Leonard Lewisohn,
Committee.

ADRIAN H. JOLINE, Counsel.
J. N. WALLACE, Sec'y, 54 Wall St., N. Y.

To the Holders of Union Trust Company Certificates of Deposit for

ATCHISON AND PIKE'S PEAK

FIRST MORTGAGE 6% BONDS

AND

CENTRAL BRANCH UNION PACIFIC

FUNDED COUPON 7% BONDS.

Notice is hereby given that the Union Trust Company of New York is ready to make the cash payment of twenty per cent. provided for in the Plan of Reorganization as Amended May 20, 1898, upon presentation of their certificates to have the payment stamped thereon.

It is expected that the Trust Company will be ready to deliver the new 4% bonds by August 1st upon presentation of the certificates, and without further notice.

Dated New York, July 7th, 1898.

SIMON BORG,
JAMES M. HAM,
EDWARD H. LADD, JR.,
GILMER CLAPP,
Bondholders' Committee.

NOTICE.

TO HOLDERS OF MORTGAGE BONDS OF THE KANSAS CITY, WATKINS AND GULF RAILWAY COMPANY.—The Farmers' Loan and Trust Company vs. The Kansas City, Watkins and Gulf Railway Company.—No. 138, U. S. Circuit Court, Western District of Louisiana.

By virtue of a decree made in above cause, the Master appointed to ascertain what bonds of said Railway Company are entitled to the security of a mortgage executed by said Company on February 1st, 1890, in favor of The Farmers' Loan and Trust Company, will hold a public meeting at the office of The Farmers' Loan and Trust Company, 22 William Street, New York, on Tuesday, July 12th, 1898, 11 o'clock A. M.

All holders of such bonds may present same then with such competent evidence as they may desire to present, and any person or persons having objections to any bonds which may be presented may then make and support by competent evidence such objections.

A. H. LEONARD, Master in Chancery.

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

COTTON! PORK!! WHEAT!!!
If you have any interest in market prices of these commodities, write for 12 years' record of the "Student's" forecasts. It will be interesting. "Student," Box 2,584 New York City.

Brooklyn Elevated R. R.
SECURITIES DEALT IN.
DAVID PFEIFFER, 18 Wall St.

YOUR ATTENTION is called to our important Ad. in Sunday's Herald. Write at once for our Monday's letter on SUGAR, T. C. I., and the PACIFIC STOCKS.
May, McElwee & Paine, 50 Broadway.

SAVINGS BANKS.

GREENWICH SAVINGS BANK,

S. E. Cor. 6th Ave. and 16th St.

INTEREST AT THE RATE OF THREE AND ONE-HALF PER CENT. PER ANNUM will be credited depositors for the SIX MONTHS and THREE MONTHS ENDING JUNE 30, 1898, on all sums from five dollars to three thousand dollars entitled thereto under the by-laws, payable JULY 18, 1898.

JOHN HARSEN RHOADES, President.
JAMES QUINLAN, Treasurer.
B. OGDEN CHISOLM, Secretary.

Deposits made before JULY 10, 1898, will draw interest from JULY 1, 1898.

THE FINANCIAL MARKETS

Stock Exchange houses with international connections agree that there are evidences of renewed confidence abroad in American securities, and the same authorities are also agreed that purchases made here and at London of American stocks last week are significant of this improved sentiment, and that further and larger purchases are likely to be made steadily from this time forth.

It is estimated by Stock Exchange operators having exceptional opportunities for knowledge that over half of the confident buying in New York Central and Illinois Central at the close of last week was for foreign account.

Cable advices from London indicate an expectation there that the visit of Mr. W. K. Vanderbilt will be quickly followed by developments which will very much benefit New York Central. Vague intimations are made of possible new relations between the New York Central system and the Big Four combination, now being completed under Mr. J. Pierpont Morgan.

Touching Illinois Central affairs, there is discussion at London of the possibility that Mr. J. Pierpont Morgan, Jr., will enter the Illinois Central Directory as the successor of Col. S. V. R. Cruger. That something extraordinary is about to take place in Illinois Central affairs seems to be generally counted upon at London, where, like New York Central, Illinois Central shares are listed.

⁂

Following decisive news from Santiago there are many important events impending which may exert security market influence. Enthusiasm resulting from the great oversubscription of the new Government bond issue is likely to figure conspicuously. Nobody in Wall Street now worries over any possibility of money market interference resulting from the bond subscription so carefully has the Treasury Department arranged against the tying up of funds paid for the bonds.

⁂

A meeting of the Controllers of the Northwestern and the Omaha Railroad, to be held this week, is likely to have important bearings upon the immediate future of the Omaha property. Mr. W. K. Vanderbilt will bring about between the Northwestern and the Omaha a consolidation akin to that by which Lake Shore is merged into New York Central.

A BROOKLYN DEAL.

Friends of Gov. Flower expect him to be back in Wall Street this week, and it is believed that there is readiness for renewed activity and strength in the Flower group of stocks. One of the developments which may soon come will be to the material advantage of the Brooklyn Rapid Transit property, in which Gov. Flower and his friends are largely interested. The Brooklyn Elevated system may before long come within the control of Brooklyn Rapid Transit, increasing earnings while facilitating extensive economies.

FIVE PER CENT. FOR OMAHA.

Omaha common stock is to be put upon a 5 per cent. basis. Official announcement of this fact is not likely to be immediately made, but that this policy has been agreed upon was reflected to some extent in the exceptional buoyancy of Omaha shares upon the Stock Exchange last week. An advance of six points took place during the week, three being scored on Saturday.

An authority close to the most important interests in the Omaha assures personal friends that it is officially believed that Omaha as a 5 per cent. stock will quickly reach par when the long-mooted plan of consolidation with the Northwest Company can take place.

Some technical reason (not disclosed and by no means generally understood) is said to exist for having Omaha shares command their full face value preliminary to the conclusion of the proposed merger into Northwest. A majority of Omaha's capital stock has for years been owned outright by the Northwest Company.

ARE GAS SUITS SETTLED?

A Director of the People's Gas Company of Chicago says:

"This week will probably see the end of certain litigation, which Wall Street has heard much of, against our company."

THE E. S. DEAN REVIVAL.

At the beginning of last week Kings County Elevated sold on the curb in Wall Street around $4 a share. By the middle of the week the price had been lifted to $10. On Thursday 16 was bid for it and it was offered at 9. On Friday the stock offered at 9 was still untaken. On Saturday the best bid at the close was 5.

This performance, having many curious features, was made most interesting to regular outside brokers by the fact that the "operators" who were conspicuous in the jugglery included figures not much seen in Wall Street since indictments were found against the E. S. Dean bucket-shop swindlers.

Kings County Elevated securities are held compactly by people who, having serious purposes in view, are not lending themselves to thimble-rigging games on the Wall Street curb. Most of the stock is tied up, pending reorganization; and this fact, precluding much of it coming out, gave more or less favorable opportunities to reckless manipulation; but the fact at which honest men revolted was not that the stock was being ridiculously advanced in market value, but that such apparent advances were fraudulent.

ON THE LONDON EXCHANGE.

LONDON, July 10.—The continued withdrawals of gold for Germany and Russia and dividend payments have caused a rise in the discount rate, and money is expected gradually to become dearer. The stock market last week was rather more active, buying being encouraged by the cheapness of money and the American victories, which strengthened the hopes of peace. Some departments, however, were unfavorably affected, especially home railway securities, which showed a fairly general decline.

American securities generally improved on New York buying, particularly the Vanderbilt stocks. Grand Trunks and Canadian Pacific also improved, but Argentine and Brazilian railroad shares were sold freely.

Among international securities, the chief advance was in Spanish 4s, which rose 2 1-16 points. Argentines were lower, while Chileans dropped 5 points owing to financial troubles.

AUCTION SALES OF STOCKS AND BONDS.

TO ALL TO WHOM IT MAY CONCERN: YOU WILL PLEASE TAKE NOTICE that we shall sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, through Messrs. R. V. Harnett & Company, Auctioneers, on July 18th, 1898, at 12 o'clock noon, the following securities, heretofore pledged with us by the Chicago, Peoria & St. Louis Railroad Company of Illinois, to wit:

$2,100,000	Chicago, Peoria & St. Louis Railroad Company of Illinois 1st Mortgage 4 per cent. Bonds, (January 1, 1897, and subsequent coupons on.)
10,750	Shares of Preferred Stock of said Chicago, Peoria & St. Louis Railroad Company of Illinois.
2,979	Shares of Common Stock of said Chicago, Peoria & St. Louis Railroad Company of Illinois.
$201,000	Jacksonville & St. Louis Railway Company Income Bonds, (July 1st, 1897, and all subsequent coupons attached.)
1,000	Shares of Stock of said Jacksonville & St. Louis Railway Company, (Voting Trustee Certificate.)

Dated New York July 1st, 1898.

DENT, PALMER & CO.,
27 Pine Street, Borough of Manhattan, New York City.

DIVIDENDS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
STEAM RAILROAD STOCKS.				
B., C. R. & N. (semi-annual)	2	Aug. 1	July 15	Aug. 1
Chicago Southern	1	Aug. 1	June 30	July 15
Central of New Jersey (quarter)	1	Aug. 1	July 15	July 22
Chi., Rock Island & Pac. (quarter)	1¼	Aug. 1	June 29	July 11
Chi., Rock Island & Pac. (extra)	*10	Aug. 1	June 29	July 11
C., St. P., M. & O. pf. (semi-annual)	3½	Aug. 20	July 30	Aug. 15
C., C., C. & St. L. pf. (quarter)	1¼	July 20	June 30	July 6
Del., Lack. & Western (quarter)	1¾	July 20	July 9	July 20
Den. & R. Grande pf. (semi-annual)	1½	July 15	July 11	July 18
Fitchburg (semi-annual)	2	July 15	June 30	July 16
Georgia R. R. & B. (quarter)	2¾	July 15	July 1	July 15
Harrisburg Railroad	3½	July 10	....	....
L. S. & M. S. (semi-annual)	3½	July 29	June 30	July 14
Michigan Central	2	July 29	June 30	July 14
Minn. & St. L. 1st pf.	2½	July 15	June 30	July 16
Minn. & St. L. 2d pf.	2	July 15	June 30	July 16
Mine Hill & Schuylkill Haven	3	July 15	....	....
New York Central (quarter)	1	July 15	June 30	July 16
Norfolk & Southern (quarter)	1	July 11	June 30	July 12
Northern Central	3	July 15	June 30	July 16
Portland, Saco & Portsmouth	3	July 15	....	....
Rio Grande Western pf.	1¾	Aug. 1	June 30	Aug. 2
St. J. & Grand Island 1st pf.	2½	July 15	July 1	July 16
*Stock.				
STREET RAILWAY STOCKS.				
Baltimore Consolidated	2	July 15	....	....
Brooklyn City (quarter)	2½	July 15	July 9	July 15
Metropolitan Street R'y (quarter)	1¼	July 15	June 27	July 18
TRUST COMPANY STOCK.				
Continental (quarter)	1½	July 11	July 1	July 12
MISCELLANEOUS COMPANIES.				
Am. Bell Telephone (quarter)	3	July 15	June 30	July 16
Am. Bell Telephone (extra)	1½	July 15	June 30	July 16
American Malting pf. (quarter)	1¾	July 15	July 2	July 16
Am. Steel & Wire pf. (quarter)	1¾	Aug. 1	July 15	Aug. 2
American Tobacco	2	Aug. 1	July 15	Aug. 2
American Tobacco pf. (quarter)	2	Aug. 1	July 15	Aug. 2
Boston Electric Light	$1.50	July 15	....	....
Consol. Car Heating (quarter)	1½	Aug. 1	....	....
Consolidated Ice pf. (quarter)	1½	July 15	July 5	July 18
C. K. C. Smelt & Ref. pf. (quarter)	1¾	July 15	July 1	July 15
Edison Electric Illuminating of New York (quarter)	1½	Aug. 1	....	....
Edison Electric Illuminating of Brooklyn (quarter)	1½	July 15	June 30	July 16
Equitable Gas & Electric, Utica, (quarter)	1¼	July 15	....	....
H. B. Claflin (quarter)	1½	July 15	July 5	July 16
H. B. Claflin 1st pf. (quarter)	1¼	Aug. 1	....	....
H. B. Claflin 2d pf. (quarter)	1½	Aug. 1	....	....
International Paper pf. (quarter)	1½	July 11	June 25	July 12
J. B. Stetson pf.	4	July 15	July 9	July 16
Little Schuylkill Navigation Railroad & Coal	$1.25	July 12	....	....
Louisville Gas	2	July 11	July 2	July 12
Madison (Wis.) Gas & Electric	2	July 20	July 9	July 20
Mexican Tel. (quarter)	2½	July 14	July 7	July 15
Minnesota Iron	1½	July 15	June 30	July 16
New Orleans Gas Light	2½	July 15	July 7	July 16
N. Y. Mutual Gas Light	3	July 11	June 25	July 12
N. Y. Mutual Gas Light (extra)	2	July 11	June 25	July 12
N. Y. & N. J. Telephone (quarter)	1½	July 15	....	....
N. Y. & P. Tel. & Tel. (quarter)	1½	July 15	....	....
Pacific Coast 1st pf.	5	July 20	July 15	July 20
Pacific Coast 2d pf.	1	July 20	July 15	July 20
Procter & Gamble pf. (quarter)	2	July 15	July 1	July 16
Pullman Palace Car (quarter)	$2	Aug. 15	Aug. 1	Aug. 16
Pullman Palace Car (special)	$20	Aug. 15	Aug. 1	Aug. 16
Rhode Island Perkins Horse Shoe pf. (quarter)	1¼	July 15	July 5	July 16
Stand. Underground Cable (quarter)	1½	July 11	July 5	July 11
Street's W. S. C. L.	½	July 25	July 14	July 25
Texas Pacific Coal	1	July 20	July 1	July 20
United Gas Imp. (quarter)	2	July 15	June 30	July 16
U. S. Rubber pf. (quarter)	2	July 30	July 15	Aug. 1
Wells-Fargo Express (semi-annual)	3	July 15	June 30	July 16
Western Gas (semi-annual)	3	July 20	July 8	July 21
West. Union Telegraph (quarter)	1¼	July 15	June 20	July 1

MEETING.

State Bank	......	....	July 11	Annual

TREASURY STATEMENT.

WASHINGTON, July 9.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 9th day of July, 1898:

CASH IN THE TREASURY.			
Gold coin	$110,363,015.94		
Gold bullion	97,501,457.32	$207,864,473.26	
Outstanding gold certificates	$37,395,149.00		
Less gold certificates in Treasury	1,592,700.00	35,802,449.00	*$172,062,024.26
Standard silver dollars	$400,786,250.00		
Silver bullion	968,785.37	$401,755,035.37	
Outstanding silver certificates	$399,752,504.00		
Less silver certificates in Treasury	8,470,081.00	391,282,423.00	10,472,612.37
Standard silver dollars of 1890	$3,841,298.00		
Silver bullion of 1890, (cost)	97,082,982.00	$100,924,280.00	
Less outstanding Treasury notes		100,924,280.00	
United States notes		$63,044,635.00	
Outstanding currency certificates	$26,835,000.00		
Less currency certificates in Treasury	3,135,000.00	23,700,000.00	39,344,635.00
Treasury notes of 1890	$3,157,144.00		
National bank notes	4,934,709.33		
Fractional silver coin	11,860,634.22		
Fractional currency	24.57		
Minor coin	1,241,159.12		
Deposits in National banks	47,794,365.98		
Bonds and interest paid	4,430,435.80	$73,418,473.02	
Less National bank 5 per cent. fund	$8,493,454.93		
Outstanding checks and drafts	10,440,388.50		
Disbursing officers' balances	41,623,731.14		
Post Office Department account	6,588,197.25		
Miscellaneous items	2,281,523.86	69,427,295.68	3,991,177.34
Available cash balance, including gold reserve			$225,870,448.97
RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$574,302.19	$3,721,817.60	$3,721,817.60
Internal revenue	1,269,117.56	8,116,672.74	8,116,672.74
Miscellaneous	69,556.19	1,066,188.84	1,066,188.84
Total receipts	$1,912,975.94	$12,904,679.18	12,904,679.18
EXPENDITURES.			
Civil and miscellaneous	1,107,000.00	4,024,000.00	4,024,000.00
War	350,000.00	5,360,000.00	5,360,000.00
Navy	400,000.00	1,585,000.00	1,585,000.00
Indians	100,000.00	187,000.00	187,000.00
Pensions	200,000.00	7,875,000.00	7,875,000.00
Interest	500,000.00	2,300,000.00	2,300,000.00
Total expenditures	$2,657,000.00	$21,331,000.00	$21,331,000.00
Excess of expenditures over receipts	744,024.06	8,426,320.82	8,426,320.82
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	102,344.00	308,934.00	308,934.00
Redemptions under act July 14, 1890	42,420.00	375,870.00	375,870.00
REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$517,212,719.00	$92,612,093.00	$609,824,812.00
This fiscal year	391,212.00	37,475.00	428,687.00
This month	391,212.00	37,475.00	428,687.00
This day	36,103.00	......	36,103.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

DIVIDENDS.

United States Rubber Company,
9-15 Murray St., New York, July 7th, 1898.

A quarterly dividend of Two per cent. from the net earnings of the United States Rubber Company for the fiscal year ending March 31st, 1898, has been this day declared by the Board of Directors upon the Preferred Stock of the Company, payable July 30th, 1898, to stockholders of record at the closing of the Preferred Transfer Books, at 3 P. M., on Friday, July 15th, 1898.

The Preferred Transfer Books will be reopened at the opening of business on Monday, August 1st, 1898. CHARLES R. FLINT, Treasurer.

Empire City Fire Insurance Co.,
50 WALL ST., NEW YORK, July 1, 1898.
EIGHTY-EIGHTH DIVIDEND.

The Directors have this day declared a semi-annual dividend of THREE PER CENT., payable on demand.
DAVID J. BURTIS, Secretary.

Norfolk & Southern R. R. Co.
74 BROADWAY, NEW YORK, June 21, 1898.
DIVIDEND NO. 25.

A quarterly dividend of ONE PER CENT. upon the capital stock of this Company has been declared, payable July 11, 1898, at the office of the Atlantic Trust Company, 39 William Street, to stockholders of record of June 30, 1898. Transfer books will be closed June 30, 1898, and reopened July 12, 1898. By order of the Board of Directors. M. W. DOMINICK, Treasurer.

NINETY-EIGHTH DIVIDEND.
Citizens' Insurance Company,
No. 156 Broadway,
New York, July 6, 1898.

A dividend of four per cent. (4%) is payable on demand.
F. M. PARKER, Secretary.

Central Railroad Co. of New Jersey.
143 Liberty St., New York, July 6th, 1898.

A dividend of ONE PER CENT. has this day been declared, payable August 1st, to stockholders of record at the close of business July 15th. The transfer books will be closed from 3 P. M. of Friday, July 15th, til. the morning of Friday, July 22d. J. W. WATSON, Treasurer.

MEETINGS AND ELECTIONS.

The State Bank,
378 Grand St.

The annual election for Directors of this Bank will be held at the Bank on Monday, July 11th, 1898. Polls will be open from three to four o'clock P. M. J. H. ROSENBAUM, Cashier.

Premier Brisson's Domesticity.

From The London News.

M. Brisson, the new French Premier, resides in a flat in a house of his own in the Rue Mazarin. His home is (says our Paris correspondent) snugly bourgeois, and not very roomy. The piano of Mme. Brisson, who is musical, takes up a good deal of space. Between it and the bookcases there is not much room. M. Brisson recently was at a loss for a room where his new Cabinet and the Under Secretaries could meet. His dining room was too small. It suddenly occurred to him that he had a flat to let. The dining room table was sent up to it and lengthened out, and fifteen chairs were set around it. The meeting lasted from 5 to 6. Through the open windows neighbors over the way were able to see the President and his Cabinet round the improvised council board.

MR. ARTHUR KEEN'S VISIT.

Results of His Investigations of Trade Conditions in This Country.

From the Montreal (Quebec) Gazette, July 8.

Mr. Arthur Keen and his youngest son, Harry A. Keen, of Birmingham, England, arrived from Ottawa yesterday.

Mr. Keen is well and widely known in connection with the coal, iron, steel, and other commercial undertakings in the United Kingdom. He is Vice President of the Mechanical Engineers, Vice President of the Iron and Steel Institute, a member of the Board of Management of the British Iron Trade Association, Chairman and founder of the Patent Nut and Bolt Company, Limited, of Birmingham, England, which has over 6,000 employes; he is also a Director of the London and Midland Bank, which is the fifth largest bank in the United Kingdom; Director of Bolckow, Vaughan & Co., Limited, of Middlesborough-on-Tees, having the largest number of blast furnaces in the United Kingdom for the production of pig iron, and they are also the largest producers of steel rails, employing some 16,000 people.

In conversation with a Gazette reporter, Mr. Keen said that England had, for the last three years, enjoyed a period of prosperity, but while there are no symptoms of a relapse, there has never been a time when it was more necessary for the conditions of trade in the Old World to be studied by all men of business, as it is recognized that the greater competitors of British producers are to be found in the United States of America.

Mr. Keen further remarked: "It has been one of the special purposes of my visit to the United States and Canada to look into the circumstances that have brought all this about, and, so far as the branches of business in which I am concerned are interfered with, to do whatever lies in my power to uphold the commercial supremacy of Great Britain."

Mr. Keen speaks in the highest terms of the great kindness and consideration and of the information which was so unselfishly accorded him in all his investigations in New York, Philadelphia, Washington, Pittsburg, Cleveland, at Hamilton in Canada, Ottawa, and he stated that he had no doubt that in Montreal the same courtesy and attention would be accorded to him.

Mr. Keen, when questioned as to an Anglo-American alliance, said that all the reports that had been made in reference to the favorable feeling of England and the sympathy that had been expressed in connection with the war with Spain, had in no way been exaggerated, but, on the contrary, there was not a shadow of doubt that every endeavor on the part of Great Britain would be made to bring about an alliance that would be of a lasting character, and which, if effected, would result most beneficially to both countries.

Mr. Keen is staying at the Windsor until this evening, when he leaves for New York to fulfill his engagements before he leaves by the Majestic on Wednesday next for England.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.91
Corn, No. 2 mixed	.37⅝
Flour, Minnesota patents	$4.95
Oats, No. 2 mixed	.27½
Cotton, middling	.06 3-16
Coffee, No. 7 Rio	.06⅛
Sugar, granulated	.05⅝
Molasses, O. K. prime	.30
Beef, family	11.50
Beef, hams	21.75
Tallow, prime	.03 3-16
Pork, mess	10.25
Hogs, dressed, 160 lbs	.05½
Lard, prime	5.70
Iron, No. 1 Northern foundry	11.25
Butter, creamery, Western	.16½

CHICAGO, July 9.—Flour irregular; Winter patents, $4.10@$4.25; straights, in sacks, $3.50@$3.75; special Spring patents, $4.75@$5; bakers', $3@$3.25; No. 2 Spring wheat, 75@80c; No. 3 Spring wheat, 75@84c; No. 2 red, 79c; No. 2 corn, 32¼@32½c; No. 2 yellow corn, 32½@32¾c; No. 2 oats, 23¼c; No. 2 white, 26½c; No. 3 white, 25¾c; No. 2 rye, 45½c; No. 2 barley, 31@35c; No. 1 flaxseed, $1.04½; prime timothy seed, $2.55; mess pork, per bbl, $9.80@$9.85; lard, per 100 lb, $5.37½@$5.40; short ribs sides, (loose,) $5.40@$5.60; dry salted shoulders, (boxed,) 4⅝@4¾c; short clear sides, (boxed,) $5.85@$6.05; sugars, cut loaf, $6.02; granulated, $5.52.

COTTON.

There was a slow and featureless market for cotton futures within a range of 3 points. The market opened steady, with prices 2 points higher and 1 point lower. For the rest of the session there was practically no further change. The market was finally steady at a net gain of 2 points. Total sales were limited to 25,000 bales. English cotton market cables were featureless except that they indicated for spot cotton an unusually small demand, sales being confined to 4,000 bales. The oldest inhabitant can scarcely remember a time when sales in the English cotton market were so small. Crop accounts, as a rule, were favorable. Spot cotton was inactive at unchanged prices, closing dull; middling uplands, 6 13-16c; middling Gulf, 6 7-16c; sales, 800 bales for export, direct shipment, and 28 bales to spinners.

Contract prices ranged as follows:

	Opening.	High.	Low.	Close.
July	..	..	..	6.02@6.04
August	6.01	6.03	6.01	6.03@6.04
September	6.00	6.00	6.00	6.00@6.01
October	6.00	6.02	5.99	6.01@6.02
November	5.99	5.99	5.99	6.00@6.01
December	6.01	6.03	6.01	6.03@6.04
January	6.04	6.07	6.04	6.06@6.07
February	6.08	6.10	6.07	6.10@6.11
March	6.10	6.10	6.10	6.13@6.14
April	..	..	..	6.16@6.18

LIVERPOOL, July 9.—Middling uplands, 3 7-16d. December-January, 320s; January-February, 320b; February-March, 321s; March-April, 321@322; April-May, 322½s; July, 323½b; July-August, 323⅛s; August-September, 323s; September-October, 322s; October-November, 321s; November-December, 320s.

FUTURES.

NEW YORK PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
July	84⅝	84⅝	84¾	84⅝
September	73⅞	73⅞	73⅛	73⅞
December	73⅜	73⅜	73⅛	73⅛
Corn—				
July	35⅝	36⅛	35⅝	36⅛
September	37	37⅛	37	37⅛
December	38	38⅛	38	38⅛
Oats—				
July	..	..	..	27
Lard—				
July	..	..	..	5.65

CHICAGO PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
July	78	78¼	77½	77½
September	69	69⅛	68⅜	68½
December	68⅝	69	68⅛	68¼
Corn—				
July	32¼	32¼	32	32
September	37⅝	32 11-16	32⅜	32½
December	33⅛	33¼	32⅞	32⅞
Oats—				
July	22⅝	23	22⅝	22⅝
September	20⅛	20 3-16	20 1-16	20⅛
December	23⅛	23⅛	23	23⅛
Lard—				
July	5.37½	5.40	5.37½	5.40
September	5.47½	5.47½	5.45	5.47½
Ribs—				
July	..	..	..	5.25½
September	5.50	5.52½	5.50	5.52½
Pork—				
July	..	..	..	9.77½
September	9.90	9.95	9.90	9.92½

BREADSTUFFS.

Wheat.

The trade in wheat on Saturday was entirely a matter of adjusting accounts and therefore rather light and unimportant, the early trading futures being moderate early buying for foreign account and selling by St. Louis interests.

DULUTH, July 9.—No. 1 hard cash, 90c; July, 90c bid; September, 70⅝c; December, 68c bid; No. 1 Northern, 87c bid; No. 2 Northern, 84c; No. 3 Spring, 82c bid.

MILWAUKEE, July 9.—No. 1 Northern, 90c; No. 2 Spring, 89¼c; September, 71⅛c.

MINNEAPOLIS, July 9.—July, 86c; September, 68⅛c; December, 66⅜c; No. 1 hard, 89⅜c; No. 1 Northern, 87⅜c; No. 2 Northern, 85⅜c.

Oats.

No. 2 oats closed at 27½c; No. 3 oats, 27c; No. 2 white clips, 29½c; No. 2 white, 28½c; No. 3 white, 28c; track, mixed, 27½@28½c; track, white, 28@35c.

Miscellaneous.

Rye—No. 2 Western, 53¼c, free on board, afloat; 48½c, cost, insurance, and freight, Buffalo. Barley—Feeding, 33½c, nominal, cost, insurance, and freight, Buffalo.

Flour and Meal.

Spring patents, $4.80@$5.10; Winter straights, $4.40@$4.55; Winter patents, $4.60@$4.75; Spring clears, $3.80@$4; extra No. 1 Winter, $3.65@$3.90; extra No. 2 Winter, $3.40@$3.60; no grade, $1.55. RYE FLOUR—$2.60@$3.15. CORNMEAL—Kiln-dried, $2.05@$2.15, as to brand. BAG MEAL—Fine white, 80c; fine yellow, 75c; coarse, 70@74c. FEED—40, 60, and 80 lb, Winter, in bulk, spot, 70c; Spring, bulk, 65@67½c; to arrive, 62½@65c; middling, bulk, 80@85c; rye feed, 62½@65c; city feed, 70c; hominy chop, 55c; oil meal, $24; screenings, 30@70c.

MINNEAPOLIS, July 9.—Flour, quiet and unchanged.

PROVISIONS.

PORK—Mess, $10@$10.50; family, $11.50@$12; short clear, $11.50@$13.50. BEEF—Mess, $10.50; family, $11.50; packet, $11@$11.50; extra India mess, $17. BEEF HAMS—$21.50@$22. DRESSED HOGS—Bacon, 5⅝c; 180-lb, 5⅝c; 160-lb, 5½c; pigs, 5⅝c. CUTMEATS—Smoking bellies, 10-lb, 6@6⅛c; 14-lb, 5⅝@5½c; pickled shoulders, 4@4¼c; pickled hams, 7½@8c; Western, green, 16-lb, 7c; Western S. P., 6⅝c. TALLOW—City, 3 3-16c; country, 3⅛@3⅜c. LARD—$5.70; city lard, $4.75@$4.87½; refined, South America, $6.50; Continent, $6.05; Brazil, kegs, $7.60; compound, city, 4½@5c; Western, 4⅝c. STEARINE—Oleo, 5c; city lard, stearine, 6⅝@6⅝c.

LIVERPOOL, July 9.—Close: Beef—Extra India mess, 72s 6d; prime mess, 65s. Pork—Prime mess, fine, Western, 51s 3d; prime mess, medium, Western, 48s 9d. Hams—Short cut, 14 to 16 lb, firm, 33s. Bacon—Cumberland cut, 28 to 30 lb, 27s; short rib, 20 to 24 lb, 30s; long clear middles, light, 35 to 38 lb, 31s; long clear middles, heavy, 40 to 45 lb, 30s 6d; short clear backs, 16 to 18 lb, 29s 6d; clear bellies, 14 to 16 lb, 31s 6d. Shoulders—Square, 12 to 14 lb, 23s 6d. Lard—Prime Western, 27s 9d. Cheese—American finest white and colored, 35s 6d. Tallow—Prime city, 18s 6d.

COFFEE.

The market for Brazilian coffee futures was slack from start to finish. The opening call developed a so-called steady feeling at unchanged prices to a decline of 5 points. Throughout the session the undertone of sentiment was weak, following unsatisfactory European cables and indications of large receipts at Rio and Santos, although those markets were reported to be a little higher. The warehouse deliveries in this country were disappointing at 9,031 bags, in connection with the continued indifference of spot buyers in the open market. The market for futures was finally unchanged to 10 points lower, as compared with Friday's closing figures, with the tone barely steady. Total sales, 7,750 bags. Spot Brazilian coffee was neglected and nominal, with a weak undertone, at about unchanged prices; No. 7 Rio, invoice lots, 6⅛c, and jobbing parcels, 6⅝c. Mild coffees were also neglected, but quite nominal, at about former figures.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	..	..	..	5.45@5.55
August	..	..	..	5.50@5.55
September	..	..	..	5.60@5.70
October	..	..	..	5.70@5.75
November	5.75	5.75	5.75	5.70@5.75
December	..	..	..	5.75@5.80
January	..	..	..	5.80@5.90
February	..	..	..	5.85@5.95
March	5.95	5.95	5.95	5.90@5.95
April	..	..	..	6.00@6.05
May	6.10	6.10	6.05	6.00@6.05
June	..	..	..	6.05@6.15

FOREIGN MARKETS.—Santos—Good average, 7$700. Hamburg—½ pfennig net lower. Havre—Unchanged; sales, 1,000 bags; January, 37.00; February, 37.00; March, 37.25; April, 37.50; May, 37.75; June, 38.00; July, 36.00; August, 36.00; September, 36.25; October, 36.25; November, 36.50; December, 36.75.

SUGARS.

Centrifugal, 4½c; muscovado, 5½c; molasses sugar, 3¼c.

OILS.

Prime crude, 18@18½c; prime crude, free on board mills, 16½@17c; prime Summer yellow, 23@23½c; off Summer yellow, 23c; butter grades, 27@28c; prime Winter yellow, 28@29c; linseed, American, raw, 41@42c; American, boiled, 43@44c; Calcutta, raw, 54c; lard oil, choice, 47@49c.

WOOL.

Current quotations of foreign and carpet wools, based on Wool Exchange official classification, are as follows: Foreign—Port Philip combing, 32@36c; Port Philip clothing, 25@30c; Adelaide combing, 24@26c; New Zealand clothing, 24@26c; fine crossbred, 27@29c; Cape clothing, 18@20c; Cape combing, 19@21c; Montevideo merino, 21@23c; Montevideo primera, 22@24c. English, Irish, and Canadian—Irish hogs, 31@32c; Irish wethers, 30@31c; Shropshire hogs, 31@32c; Shropshire wethers, 30@31c; Sussex tegs, 32c; Sussex ewes, 30@31c; Canadian combing, 30@31c. Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 13@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; mohair, Turkish, 42@46c; Mossul, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

NAVAL STORES.

Tar, regulars, $1.85@$1.95; tar oil, bbls., $3.62½; pitch, $1.85; spirits turpentine, 26½@27c; resin, common to good, strained, $1.40@$1.45; E, $1.50@$1.52½; F, $1.60@$1.65; G, $1.70; H, $1.80; I, $1.82½; K, $1.90; M, $1.95@$2; N, $2.10@$2.15; WG, $2.20@$2.25; WW, $2.30@$2.35.

CHARLESTON, S. C., July 9.—Turpentine, 23c.

SAVANNAH, Ga., July 9.—Spirits turpentine, 24½c; resin unchanged.

WILMINGTON, N. C., July 9.—Spirits turpentine, 23½@24; resin, firm, 95@$1; crude turpentine, $1@$1.50.

METALS.

Iron, Northern, No. 1 foundry, $11.25; iron, Southern, No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.60; lake copper ingot, 11.80c; tin, 15.50c; lead, 4.05c; spelter, 4.90c.

LIVE STOCK.

BEEVES—Unchanged.

CALVES—Veals, $4@$5.50; buttermilk, $3@$3.50; 133 calves unsold; city-dressed veals, 7@9c per lb.

SHEEP AND LAMBS—Sheep, $2.37½@$4.80; lambs, $5@$6.75.

HOGS—$4@$4.40.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term.—Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Giegerich, J.—Opens at 10:30 A. M. Litigated motions.

1—Greuner vs. Greuner.
2—French vs. City of N. Y.
3—Reimers vs. Magowan.
4—Miller vs. Fuchs.
5—Biersdorfer vs. Higgins.
6—Goldstein vs. Puhl.
7—Kennedy vs. Hoops.
8—Rose vs. Rose.
9—People ex rel. Gildersleeve vs. Coler.
10—People ex rel. Flanagan vs. same.
11—People ex rel. Hamer vs. same.
12—Costello vs. Costello.
13—Bacon vs. Staten Island Midland R. R.
14—People, &c., vs. Rovelli.
15—Henriques vs. Sterling.
16—Weigel vs. Schilinski.
17—In re 182d St.
18—Becker vs. Brouwer.
19—Frankel vs. Ruff.
20—Carl vs. Carl.
21—Brauer vs. Chase.
22—In re Ross & Co.
23—Church vs. Chaumont Co.
24—Goodrich vs. Brosnan.
25—Spafford vs. McCone.
26—People, &c., vs. Moran.
27—Union Foundry and Machine Co. vs. Bloomingdale.
28—Norton vs. Norton.
29—Tracy vs. McCrorken.
30—Barnett vs. Alexander.
31—Muller vs. Muller.
32—Weisman vs. Weisman.
33—Buckbee vs. Isaacs.
34—Finkel vs. Kohn.
35—Beach vs. Muller.
36—In re Lockman.
37—March vs. Schultes.
38—Levin vs. Levin.
39—Lawrence vs. Gorham.
40—American and Foreign Christian Union vs. Davies.
41—People, &c., vs. Brown.
42—Pratt vs. Nat. Smoke Consumer Co.
43—Vause vs. Weldon.
44—Schweit vs. Dooley.
45—Von Raitz vs. Taral.
46—In re Adams.
47—Spaulding vs. Rosswag.
48—N. Y. Machine and C. Mfg. Co. vs. Denney.
49—Leitner vs. Leitner.
50—Fay vs. Mulholland.
51—People, &c., vs. Siebenborn.
52—Itzkowitz vs. Itzkowitz.
53—In re Maynagh.
54—Moran vs. City of N. Y.
55—Bells Asbestos Co. vs. H. W. Johns Mfg. Co.
56—Walthers vs. Engel.
57—Wittemann vs. Tate.
58—Johnson vs. Johnson.
59—Toplitz vs. Levering.
60—People, &c., vs. Pansano.
61—Same vs. Dunne.
62—Mayor, &c., vs. Hamill.
63—In re Walton Av.
64—In re Robbins Av.
65—Schlosser vs. Schlosser.
66—Levi vs. Kuhn.
67—Foru vs. Hearst.
68—People, &c., vs. Harris.
69—People ex rel. Minor vs. Fromme.
70—Costa vs. Lora.
71—Plasterstein vs. Hoes.

SUPREME COURT—Special Term—Part II.—Daly, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Special Term—Part VI.—Pryor, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I.

SUPREME COURT—Truax, J.—Tradesmen's National Bank vs. Mills—Latham G. Reed.

SUPREME COURT—Trial Term—Part I—(Criminal Term.)—Fursman, J. Assistant District Attorneys McIntyre and Gordon for the People.—Opens at 10:30 A. M.

1—John Brown.

SUPREME COURT—Trial Term—Parts II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Wills for probate at 10 A. M.

Adam Rhein.
At 10:30 A. M.
John Hagen.
Louis Edel.
Clara Lewenberg.
At 11 A. M.
Henry M. Clarke.
Louis Levy.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Conlan, J.—Opens at 10 A. M. Held on first floor of Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., and III.—Adjourned for the term.

CITY COURT—Trial Term—Part IV.—Adjourned until Tuesday, July 12.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and McCann for the People.

1—Frederick Maldt.
2—John Connolly.
3—Samuel Tatarsky.
4—George Frank.
5—Bernard L. Ackerman.
6—William H. Hildreth.
7—James Corbett.
8—Sarah Thomas.
9—Mabel Marks.
10—Vincenzo Miele.
11—Alphonso Jackson.
12—William Page.
13—Peter Kelly.

COURT OF GENERAL SESSIONS—Part II.—Newburger, J.—Opens at 10:30 A. M. Assistant District Attorneys Walsh and Cowan for the People.

1—Frank A. Keller, James A. Ford.
2—William W. Howell.
3—John Lane, Sophie Palmer, Nellie Marvin.
4—James R. Warren.
5—John Vorga.
6—James Scott.
7—Abram Schlachetzky.
8—Michael Fedorizek.
9—Matthew Bihlman.
10—Andrew Sweeney.
11—Alberti F. Jammes.
12—C. H. Duschness.
13—John O'Donnell.

COURT OF GENERAL SESSIONS—Parts III. and IV.—Adjourned for the term.

Brooklyn Court Calendar.

COUNTY COURT—Part I.—Hurd, J.—Avins A. Petterson, James Wade, George Conway, Ernest Meyer, William Lurrey, Peter Biglow, Toney Valka, Thomas Thanghurny.

A Blind Bootblack.

From The New Orleans Times-Democrat.

New Orleans has a blind shoeblack. He is a negro, and has a stand at the corner of Dryades and Common Streets. It is amusing to see him at work, and, by the way, he is a shoeblack of no mean ability. When a customer takes his chair he will ask: "What kind of shoes are these, Captain? Is dey brown, yaller, or black?" He will get the polish to fit the answer and proceed with his work. When he has almost completed he will polish away until he hears a vehicle passing on the street, when he will generally say: "Well, jest look at dat horse in dese shoes. You can see every hair jest like it were a lookin' glass."

An X Ray Shield.

From The London Standard.

BERLIN, June 30.—It is known that the Roentgen rays have very unpleasant effects on the human skin, producing more or less dangerous eruptions, and that the preventives hitherto devised—thin perforated metal plates, for instance—are inadequate. Some genuine preventive, however, is very necessary, especially in the case of persons who, like medical men and technicians, have to make frequent use of the rays. German dermatologists now recommend the spreading of a glutinous mixture of zinc, cinnabar, and salt of bismuth on the parts exposed.

HOW TO PAINT BATTLESHIPS

What Experience Shows About Choosing Appropriate Colors.

CUSTOMS OF VARIOUS NATIONS

How to Convert a Warship Into a Merchantman and Make Torpedo Boats Almost Invisible.

From The London Telegraph.

Much question has recently arisen, in connection with current wars and rumors of wars about the proper and most serviceable color for battleships. It started into discussion with the Americans from the moment when the explosion of the Maine had made a bad political situation worse, and the first order issued to the dockyards of the United States was to paint all the ironclads and cruisers black. Certain marine officials at Key West and elsewhere, it was said, wanted to change this for green, for whatever reason, but black was the hue eventually adopted, and some portion, at least, of the grant of Congress for ten millions sterling went for this purpose, because it is by no means a little matter either to decide what color a ship-of-war should be, or, when the decision is made, to paint her—that is to say, if the job be done properly, and not merely, in sailors' phrase, "with a lick and a promise." Our own Admiralty has been, it would appear, considering the same problem, for a statement has lately found publication which says: "My Lords have decided that all ships of the navy are to be painted either black or white, the neutral tint (French gray) having been abandoned. The vessels to be painted white are those either serving or commissioned for service at the home ports, in the East Indies, China, southeast coast of America, west coast of Africa, Cape of Good Hope, east coast of Africa, and the Red Sea. All other vessels in commission will be painted black." This is merely an adhesion to the good old rule of the service, which has established black at home and white abroad as the orthodox and regular livery of her Majesty's navy. Torpedo boats have sometimes a tint of livid gray, or slate color, rendering them even more ugly than is their hideous wont, and hulks and receiving ships, laid up in creeks or harbors, will often be tinted with that lugubrious hue which we see the Téméraire wearing in Turner's noble painting, when the gallant old vessel passes under the scarlet sunset to her last berth, mournfully arrayed "in a sad suit of dockyard drab."

European and Asiatic Colors.

In Nelson's time, and ever since, black has been the prevalent coloring of British men-o'-war, which are distinguished now also, on all the temperate stations, by their majestic ebon hulls, free of all embellishment in gilding or color, except the blazon on the stem and the name ribbon on the stern, and with buff-painted topsides and upper works and funnels, characteristic if not lovely. The French are fond of a kind of dove-colored or leaden-tinted coating for their warships, which makes many an uncouth Gallic monster of their sea-line ill-favored to the last degree. The Spaniards stick mainly to black. The Italians, Japanese, Chileans, and Chinese invariably are white, and the Russians paint their vessels either white or light blue when they go abroad. These matters rest a good deal with a commander's own taste and inclination when he is not sailing in squadron. In days of filibustering, piracy, privateering, and the like, all sorts of tricks could be played, and were played, with the paint pot by Captains more ingenious than honest. With the leisure of a dry and quiet day, the strategical skipper could convert the most wicked-looking jet-black craft into an innocent trader, with a blue stripe round her fends, in token of mourning for her owner, and her gun ports blocked out with yellow scroll work and angels in Dutch metal. The notorious Alabama more than once entirely altered her color scheme to cheat the Yankee cruisers, who were chasing her, or to deceive the Yankee merchantmen, no less than seventy-nine of which she destroyed. And more than once in our own naval history a clever Captain has effected a fine stroke of luck by piping "all hands to the paint pots" when expecting a meeting with some heedless enemy. Under the circumstances of modern warfare, however, it no longer greatly matters what hue a warship wears. Beyond question, white paint will keep a vessel cooler in tropical seas.

There is a sensible difference, due to radiation, in the temperature of a craft thus coated and the swart or sombre-tinted hull, which seems to suck in the fiery beams of the sun. In point of escaping observation there is not much to be said in favor of one color over another. "Cats are all alike gray in the dark," and one big ship is as plain as another if her hull can be seen at all after sunset. Long before that portion of her appears above the horizon a good lookout man will have concluded by her rig, if she carries canvas, and by her pole masts, or fighting tops, if she is an ironclad, what lies below. On board the Alabama, already alluded to, the Confederate Semmes had a signalman who could detect any American rigged ship by the least visible portion of her gear, so that he never once made a mistake, and to follow his hail was generally to add another chronometer to the nefarious Captain's collection, or to send another Boston or New York trader and cargo to the bottom of the ocean. White paint for a man-of-war, as also for a cruising pleasure schooner or steam yacht, is certainly comely and shapeful, bringing out fine lines as no dark colors will, but it soon grows rusty with the weeping from the channel irons and soiled with the buffets of the waves, so that the dark hues will stand better for long voyages. But whoever has observed distant craft at sea, from their first appearance on the far verge until you can read their name plate and see the cut of the skipper's beard, will agree that tint makes little difference. The hull may roll snow white, or light black, or green, or blue, or yellow, like Chinese junks, to the sunlight, but what you see first is that sunlight gleaming on her wet bends and the shine of the copper. Even a light ship painted blood red loses its differentiation in any wet or thick weather, and looms gray as the billows it rolls upon.

Torpedo Boat Colors.

It is, no doubt, another question altogether with torpedo boats and torpedo destroyers, the business of which devilish craft is to steal unobserved into proximity with their victims, so as to deal the fatal blow with some chance of safety and escape. All sorts of experiments have been made abroad and at home in this regard, imitating or trying to imitate nature, which has so many wonderful devices of mimicry and evasive coloring. One sees at the South Kensington Natural History Museum many a marvelous example of this art, which could it be emulated by man upon the deep would make the lives of the finest battleships a very precarious investment. One sees the snow-pure ptarmigan stretched on the snow, indistinguishable from it; the grouse eggs on the mottled rock, exactly resembling the stone itself; the weasels, rats, and birds and reptiles cunningly dyed and speckled and striped so as to be exactly like the tones and tints of their habitat, invisible to their enemies, and undiscerned by their prey. Naval architects have sought to rival this by giving torpedo craft, as far as was possible with white and gray and slate color and black, the general aspect and hue of the sea itself. But it comes to little of practical advantage.

If it be dark and the assailing craft show no token of approach, one color is the same as another, and if it be light the search-lamp or a good watch perceives anything which moves. Besides, these little assassins of the sea, with their powerful furnaces and engines, generally carry such a flag of flame at the end of their funnels that they proclaim their own dreaded advent. The submarine torpedo boat, with its silent and flameless machinery, would be a very different enemy to cope with; but these, thanks be to Neptune! are not yet perfected. It really does not seem, therefore, as we have said, greatly to matter what color ships of war are painted, as far as regards the belligerent efficiency and general use. The Royal Ark and the Harry Grace à Dieu, and those ancient craft which fought our earliest naval battles, were painted and gilded like show caravans. The line of battle of Duncan, Howe, and Nelson went majestic and demure to the action in suits of black picked out with white portholes, and only something in the way of paint and gold on their fiddle bows and stern galleries. Let us cleave to the good old dockyard uniforms, in which British victories were won, with a white jacket for all the ships when they go abroad, leaving to foreigners to paint their fighting craft green like a Swedish timber ship, or blue or gray like a Cape Cod whaler.

LONDON'S GAS SUPPLY.

The accounts of the metropolitan gas companies for the year 1897 are issued as a Parliamentary paper. At the close of the year the capital account of the Gas Light and Coke Company was £13,105,800, that of the South Metropolitan £6,991,250, and that of the Commercial Company £961,304, making a total of £21,058,354. The sale of gas by the three companies, respectively, was £2,954,891, £991,413, and £208,779, or a total of £4,243,088. The sale of residuals produced £621,801, £277,819, and £69,207, making a total from this source of £968,827. The companies also derive a further income from the rentals of stoves, the South Metropolitan and the Commercial likewise charging meter rents. The entire revenue of the companies appears as £5,329,761, and the gross profit as £1,431,100. Deductions for interest have to be made from this amount, leaving a net profit of £1,244,068. The charge for gas per 1,000 feet appears as 2s. 10d. in the case of the Gas Light and Coke Company, except that the price is 2s. 8d. on the south side of the Thames. The South Metropolitan Company charges 2s. 3d. throughout its district, and the Commercial 2s. 6d.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,

10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

HOTELS.

FIFTH AVENUE HOTEL,
Madison Square, New York.
AMERICAN AND EUROPEAN PLANS.

The most famous representative hotel in America. New as the newest. Always fresh and clean. The location on Madison Square is the finest in the city.

HITCHCOCK, DARLING & CO.,
Cable Address "Fifth." Proprietors.

SITUATIONS WANTED—FEMALES.

Chambermaids.

CHAMBERMAID and SEAMSTRESS.—By competent North German as chambermaid and seamstress. M. Schmedtje, 822 Madison Av.

CHAMBERMAID or NURSE.—By colored girl as chambermaid or nurse; sleep home; good reference. Room 5, 228 West 41st St.

Cooks.

COOK.—As competent cook; best city references. Present employer, 50 West 69th St.

Governesses.

NURSERY GOVERNESS.—By a North German widow, 32; American family preferred; testimonials. Mrs. Flogel, 178 East 77th St.

Houseworkers.

HOUSEWORK or NURSE.—By young colored girl to do light housework or as nurse. 145 West 30th St., care of C. Harris.

SITUATIONS WANTED—MALES.

Butlers.

BUTLER or VALET.—By North German; first-class; competent; age 40; single; Protestant; highest city reference. Steady, 1,242 Broadway.

Coachmen.

COACHMAN.—By sober, reliable Scotchman; thoroughly understands the care of horses; careful city and country driver; willing to be useful. James, 416 West 31st St.

HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

ONE DOLLAR PER YEAR.

The New York Times Saturday Review of Books and Art,

a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art

Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.

Books reviewed often from advance sheets; all the important books reviewed.

Reports of sales of books at auction in New York, Boston, and London compiled by experts.

A weekly review of events in the Art World.

Regular letters from London, Paris, Boston and other cities.

News notes on new books gathered in regular visits to publishers.

The best and cheapest literary publication in America.

The New York Times.
"All the News That's Fit to Print."

REFEREES' NOTICES.

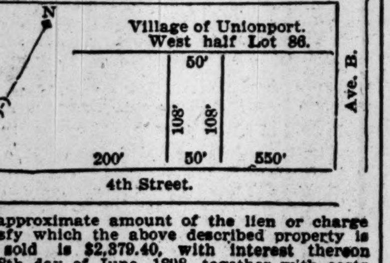
NEW YORK SUPREME COURT, COUNTY OF New York.—JOHN BOYLE, plaintiff, against WILLIAM H. HOFFMANN and others, defendants:

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above entitled action, bearing date 20th day of June, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Sales Rooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 18th day of July, 1898, at 12 o'clock noon on that day, by Louis Mesier, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

"All that certain lot, piece, or parcel of land, situate, lying, and being in the Village of Unionport, Town of Westchester, County of Westchester, and State of New York, being the westerly one-half part or portion of lot number 86, as laid down on a certain map entitled 'Map of Unionport, Westchester County, N. Y.,' made by Bonnet and Savery, surveyors, dated Nov. 1st, 1852, and now on file in the office of the Register of Westchester County, and which said westerly half of lot 86, on said map, hereby intended to be conveyed, is fifty feet in width in front and rear, and one hundred and eight feet deep on both sides, be said dimensions more or less.

"Which said premises are a part of the territory affected by Chapter 934 of the Laws of 1895, entitled 'An act to annex to the City and County of New York territory lying within the incorporated Villages of Wakefield, Eastchester, and William's Bridge, the Town of Westchester, and portions of the Towns of Eastchester and Pelham,' and by said act became a part of the territory of the City and County of New York, and now is a part of the County of New York."—Dated New York, June 21st, 1898. STEPHEN H. OLIN, Referee.

JOAB H. BANTON, Attorney for Plaintiff, 208 Broadway, New York City.



The approximate amount of the lien or charge to satisfy which the above described property is to be sold is $2,379.40, with interest thereon from 18th day of June, 1898, together with costs and allowances amounting to $194.77, together with the expenses of the sale.

There are no unpaid taxes or assessments against said premises to the knowledge of the parties, and if any should appear they will be allowed to the purchaser out of the purchase money or paid by the referee.—Dated New York, June 21st, 1898. STEPHEN H. OLIN, Referee.

SUMMONSES.

NEW YORK SUPREME COURT, COUNTY OF New York.—BURTON E. GREENE, plaintiff, against NU-BROOM COMPANY, defendant.—Summons. Trial desired in New York County.

To the above-named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated May 20th, 1898.

ALEXANDER, COHN & POLLAK,
Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau Street, Borough of Manhattan, New York City.

To the defendant, Nu-Broom Company: The foregoing summons is served upon you by publication pursuant to an order of Hon. J. F. Daly, a Justice of the Supreme Court of the State of New York, dated the 15th day of June, 1898, and filed with the complaint on the 16th day of June, 1898, in the office of the Clerk of the County of New York, at the County Court House in the said county.—Dated June 18th, 1898.

ALEXANDER, COHN & POLLAK,
Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau St., Manhattan Borough, New York City.
je20-law6wM

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR
SARANAC LAKE and LAKE PLACID,

8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.
FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:18 A. M. over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT. T. E. KRUMBHOLZ.—Lve N.Y.C., G.C.S., 8:33 A.M., 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE. Lve. N.Y., G.C.S., 8:33 A.M., 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

LAKE PLACID HOUSE. G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM & 11:30 AM

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:20 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

ADIRONDACKS, HOTEL CHILDWOLD.

CHILDWOLD PARK, N. Y., on LAKE MASSAWEPIE, in the heart of ADIRONDACKS; 9 hours from New York City; golf, tennis, bowling, hunting, &c. SPECIAL RATES FOR JUNE and SEPTEMBER. For booklet and information address CHARLES E. LELAND, Manager, P. O. Massawepie, N. Y., or FRED H. SCOFIELD, Metropolitan Building, Madison Square, New York.

ADIRONDACKS. WAWBEEK, ON UPPER SARANAC LAKE.
OPEN JULY 1 TO OCT. 1.
Under New Management.
INDIAN CARRY GOLF LINKS, (9 Holes.)
For booklet address J. BEN HART, Proprietor, Wawbeek, Franklin Co., N. Y.

Miscellaneous.

MIZZEN TOP HOTEL,
Quaker Hill, Dutchess Co., N. Y.

NOW OPEN. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

HIGHLAND HOUSE.
GARRISON-ON-THE-HUDSON, N. Y.
Now open, under new management. Special inducements to young men.
TURNBULL & CURRAN.

FETHERS'S HOTEL, SHARON SPRINGS, N. Y.
Now open for 1898; high ground; no malaria; free omnibus from station, baths and springs. For terms address D. L. FETHERS, Prop.

DUTCHER HOUSE
AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

New England.

HAWKHURST, LITCHFIELD, CONN.—NEW passenger elevator, furniture, and equipment; house more attractive than ever. High altitude, charming scenery, pleasant drives. No malaria or mosquitoes. Golf. Excellent cuisine. Booklet sent on application, or call on Fred. H. Scofield, Metropolitan Building, Madison Square.
GEO. H. BROWNE, Manager.

YORK HARBOR, MAINE.
HOTEL ALBRACCA
OPEN JUNE 25.
For terms, circulars, etc., address
ELIAS BAKER, Prop.

PINE RIDGE HOUSE, West Lebanon, N.H. Surrounded by a large grove of beautiful pines, and overlooking the valleys of the Connecticut and White Rivers. Sanitary drainage; modern improvements. Accommodations 100; Terms Low.

Long Island.

Summer Homes on Long Island.
BY THE OCEAN AND SOUND.

"Long Island," an illustrated descriptive book, and "Summer Homes," a book describing hotels and boarding houses on Long Island, free upon application, at 113, 950, 1,313 Broadway; ticket offices foot of East 34th St. and James' Slip, foot New Chambers St., New York; 333 Fulton St., Eagle Summer Resort Bureau, and Flatbush Av. station L. I. R. R., Brooklyn; or send (6) cents in stamps for "Long Island," or (4) cents for "Summer Homes," to H. M. SMITH, Traffic Manager, L. I. R. R., Long Island City, New York.

THE BROOKLYN
CENTRE MORICHES, L. I. Now open.

On Great South Bay, (the yachtsmen's Mecca;) 1¾ hours from East Thirty-fourth St., New York. Accommodates 250 guests. Beautiful drives, spacious lawns and shade trees; surf and still water bathing, fishing and hunting. Moderate rates for June and September. Send for descriptive catalogue. GEO. E. HALLOCK, Prop.
W. E. ROBERTS, Manager.

Lake George.

PICTURESQUE HULETTS.
Charming location, fishing, boating, and bathing. Booklet of views, &c., of H. W. BUCKELL, Lake George, N. Y.

New Jersey.

LONG BRANCH, N. J.
HOWLAND HOTEL AND SCARBORO
Now open—Season of 1898.
GEO. A. P. KELSEY, Prop.

Somerset Inn,
& EIGHT COTTAGES. BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

LONG BRANCH, UNITED STATES HOTEL.
Ocean front. NOW OPEN. Select family and transient hotel. Special rates for July. Illustrated booklet.
J. C. VAN CLEAF, Proprietor.

NEWARK, N. J., NEW YORK TIMES OFFICE.
ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

PUBLIC NOTICES.

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, 280 Broadway, July 5, 1898.

PUBLIC NOTICE is hereby given by the Commissioners of Taxes and Assessments that the Assessment Rolls of Real and Personal Estate in said City (Boroughs of Manhattan and the Bronx) for the year 1898 have been finally completed and have been delivered to and filed with the Municipal Assembly of said city, and that such Assessment Rolls will remain open to public inspection in the office of said Municipal Assembly for a period of fifteen days from the date of this notice.

Thomas L. Feitner, President; Edward C. Sheehy, Thomas J. Patterson, William F. Grell, Arthur C. Salmon, Commissioners of Taxes and Assessments.

REFEREES' NOTICES.

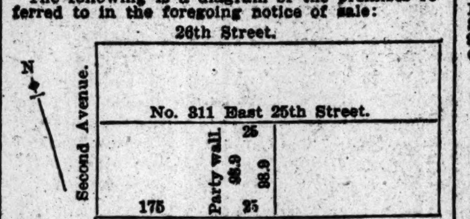
SUPREME COURT, COUNTY OF NEW YORK.—ALFRED SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and seventy-five (175) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue, running thence northerly parallel with Second Avenue, part of the way through a party wall, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly and along said centre line of the block twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the northerly side of Twenty-fifth Street; and running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet to the point or place of beginning, said premises being now known as Number 311 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898. RICHARD M. HENRY, Referee.

LACHMAN, MORGENTHAU & GOLDSMITH, Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



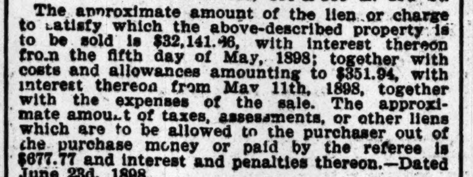
The approximate amount of the lien or charge to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $329.75, with interest from the fifth day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.
RICHARD M. HENRY, Referee.
jy7-2aw3wTh&M

TWENTY-THIRD STREET.—New York Supreme Court, County of New York.—MARY A. CAFFREY, plaintiff, against HERBERT L. MASON and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the eleventh day of May, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City, County, and State of New York, on Monday, the 18th day of July, 1898, at 12 o'clock noon on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows: All those lots of land situate, lying, and being in the City of New York, Borough of Manhattan, bounded and described as follows: Beginning at a point on the southerly side of Twenty-third Street, which point is distant one hundred and seventy-one feet four and one-half inches easterly from the corner formed by the intersection of the easterly side of Second Avenue with the southerly side of Twenty-third Street, running thence easterly and along the southerly side of Twenty-third Street fifty-three feet seven and one-half inches; thence southerly and parallel with Second Avenue ninety-eight feet nine inches to the centre line of the block between Twenty-second and Twenty-third Streets; thence westerly and parallel with Twenty-third Street, along said centre line, fifty-three feet seven and one-half inches; thence northerly and parallel with Second Avenue ninety-eight feet nine inches to the southerly side of Twenty-third Street to the point or place of beginning, be said dimensions more or less; the westerly wall on the parcel of land above described being a party wall.—Dated New York, June 23d, 1898.
JOSEPH McELROY, Jr., Referee.

HENRY KROPF, Plaintiff's Attorney, 120 Broadway, Borough of Manhattan, New York City, N. Y.

The following is a diagram of the property:



Known as Nos. 312, 314 & 316 E. 23d St.

The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $32,141.46, with interest thereon from the fifth day of May, 1898; together with costs and allowances amounting to $351.94, with interest thereon from May 11th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $677.77 and interest and penalties thereon.—Dated June 23d, 1898.
JOSEPH McELROY, Jr., Referee.

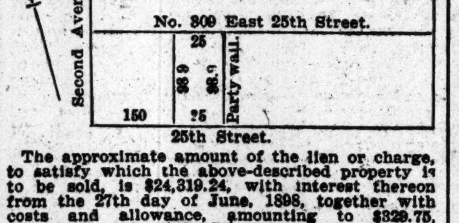
SUPREME COURT—COUNTY OF NEW YORK.—RICHARD SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and fifty (150) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue; running thence northerly, parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly, and along the said centre line of the block, twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, and part of the way through a party wall, ninety-eight (98) feet and nine (9) inches, to the northerly side of Twenty-fifth Street; running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet, to the point or place of beginning, said premises being now known as Number 309 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898.
RICHARD M. HENRY, Referee.

LACHMAN, MORGENTHAU & GOLDSMITH, Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $329.75, with interest from the 5th day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.
RICHARD M. HENRY, Referee.
jy7-2aw3wTh&M

SURROGATE NOTICES.

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Mulqueen & Mulqueen, No. 253 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 29th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 253 Broadway, New York City. ja31-1aw6mM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 13th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my16-1aw6mM

EXCURSIONS.

Coney Island
CULVER ROUTE.
Brighton Beach Races.
From 39th St. (Brooklyn) Ferry, Ft. Whitehall St. (Battery), N. Y.

Boats connecting with Express Trains. No stops. LEAVE DAILY, 7:00, (except Sunday,) 8:00, 9:00, 10:00, 11:00, (11:30 Sundays only,) A. M., 12:00 noon, (12:30 Sundays only,) 12:40, (except Sundays,) 1:00, and every 20 minutes thereafter until 10:40 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.

FARE 10 CENTS.

Manhattan Beach

TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10, and 10:50 P. M. LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST., BROOKLYN, FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:20 P. M. Excursion tickets 40c.

Rockaway Beach

TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days, 6:50, 8:30, 9:20, 9:50, 10:50 A. M.; 12.20, 1:20, (1:50 Saturday only,) 2:20, (2:50 Saturday only,) 3:20, 4:20, 5:30, 6:20, 7:20, 8:20, 9:10, (9:40 Saturday only,) 10:00 P. M. Leave L. I. City 10 minutes later. Excursion tickets 40 cents.

"AMERICA'S PLEASURE GROUNDS."

GLEN ISLAND

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE (Subject to Change)—STEAMERS LEAVE Cortlandt St. piers 8.45, 10.00, 11.00 A. M., 12.00 M., 1.5, 2.30, 3.30, P. M. So. Fifth St., Brooklyn 9.05, 10.20, 11.20 A. M., 12.20, 1.30, 2.50, 3.50, P. M. East 23d St., 9.30, 10.45, 11.45 A. M., 12.45, 2.15, 3.15, 4.15 P. M. LEAVE GLEN ISLAND 11.00 A. M. for 23d St. and Cortlandt St., 12.00 M., 1.00 P. M. for Cortlandt St. only, 3, 5, 6, 7, P. M. for all landings. EXTRA BOATS SUNDAYS.

EXCURSION 40 CENTS.
Including Admission to all Attractions.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex)....8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" New York, West 22d St. Pier.......9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

MANHATTAN BEACH.

Trains leave New York, foot 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10 and 10:50 P. M.

Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

LEGAL NOTICES.

SUPREME COURT—County of New York.—EMMA E. SCHROEDER, plaintiff, against JACOB EDLER and MARY EDLER, his wife, John Edler, Henry Edler, and Catharine A. Willets, defendants.

I, the undersigned, duly appointed referee in the above-entitled action by order of this court, bearing date the 4th day of December, 1896, do hereby require each and every person not a party to this action who at the date of said order had a lien upon any undivided share or interest in the property hereinafter described to appear before me on or before the 15th day of August, 1898, at my office, No. 22 William Street, in the Borough of Manhattan, in the City of New York, to prove his said lien and the true amount due or to become due to him by reason thereof. The premises in question are described in the complaint herein as follows:

All that certain lot, piece, or parcel of land situate, lying, and being in the City, County, and State of New York, bounded and described as follows: Beginning at a point on the southerly side of Forty-ninth Street in said city, distant one hundred feet westerly from the southwesterly corner of the Tenth Avenue and Forty-ninth Street, and running thence southerly and parallel with Tenth Avenue one hundred feet and five inches to the centre line of the block between Forty-eighth and Forty-ninth Streets; thence westerly along the said centre line of the block between Forty-eighth and Forty-ninth Streets nineteen feet; thence northerly parallel with the Tenth Avenue and part of the way through a party wall one hundred feet and five inches to the southerly side of Forty-ninth Street; thence easterly along the southerly side of Forty-ninth Street nineteen feet to the point or place of beginning.—Dated New York, June 16th, 1898.
DAVID McCLURE, Referee,
22 William Street,
Borough of Manhattan, New York City.
CLARK BROOKS, Esq., Attorney for Plaintiff, 54 William Street, N. Y. City.

SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City. mh14-1aw6mM

MARTIN, MARY J.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MARY J. MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Man & Protheroe, No. 56 Wall Street, in the City of New York, on or before the 12th day of July next.—Dated New York, the 8th day of January, 1898. KATHARINE T. MARTIN and ALRICK H. MAN, Executors. MAN & PROTHEROE, Attorneys for Executors, 56 Wall Street, New York City. ja10-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York. ap11-1aw6mM

FURNISHED ROOMS.

NO EXTRA CHARGE.
Ring your Messenger Call Box or leave your Advertisements at any American District Telegraph or Postal Telegraph Offices. Charges same as at Publication Office.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 83d St. L. station and Central Park. Address S. E., Box 191 Times Office.

INSTRUCTION.

PENNINGTON (N. J.) SEMINARY.—Convenient to New York, Philad'a, Balt., and Wash'n. Both sexes. 60th year. Healthful. Beautiful. 16 teachers, 12 courses. $266 a year. For beautifully illustrated catalogue address
THOMAS O'HANLON, D. D., President.

COLLEGE PREPARATORY DEPARTMENT OF the Ethical Culture Schools, 659 Madison Av., opens Oct. 3; terms, $200; a few free scholarships. PERCIVAL CHUBB, Principal.

The Misses Ely's School for Girls,
RIVERSIDE DRIVE,
85th and 86th Streets, New York.

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.

PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" " West 22d St. Pier.......9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.

Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.

On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.

Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect. Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

Albany Evening Line.

The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

RAMSDELL LINE FOR NEWBURGH, CALLing at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N.R., 3:30. Sundays, 9 A.M.; 132d St., N.R., 9:30.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R.

Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday Excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight. Sundays, 9:30 A. M. and 12 midnight; week day steamers arrive in time for trains to Meriden, Hartford, Springfield, and points North.

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN
TWIN SCREW EXPRESS LINE

DIRECT TO PARIS, LONDON, HAMBURG
F. Bism'ck, July 28, 9 AM | F. Bism'ck, Aug. 25, 9 AM
A. Victoria, Aug. 11, 9 AM | A. Victoria, Sept. 8, 9 AM
Twin Screw Service, N.Y.—Hamburg Direct
Patria, July 16, 3:30 P.M. | Pennsylvania, Au. 6, 9 AM
Phoenicia, July 30, 2 PM | Palatia, Aug. 13, 3 P. M.
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN AND RED STAR LINES
*NEW YORK—QUEENSTOWN—SOUTHAMPTON
NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing these services are either British or Belgian.
Every Wednesday and alternate Saturday at noon.
Kensington........July 13 | Friesland........July 27
Noordland.........July 20 | Southwark........Aug. 3
*Chester..........July 23 | Westernland......Aug. 10
INTERNATIONAL NAVIGATION COMPANY,
Piers 14 & 15 North River. Office, 6 Bowling Green.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Majestic, July 13, Noon | Britannic, Aug. 10, Noon
Germanic, July 20, Noon | Majestic, Aug. 17, Noon
Cymric, July 27, Noon | Germanic, Aug. 24, Noon
Teutonic, Aug. 3, Noon | Cymric, Aug. 30........

Saloon rates, $65 and upwards according to Steamer and accommodation selected; Second Cabin, $45.00 and upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00.

For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
ALL TWIN SCREW STEAMERS.
MASSACHUSETTS.........................July 16
MANITOBA..............................July 23
MINNEWASKA............................July 30
MOHAWK................................Aug. 6
MOBILE................................Aug. 13
ALL MODERN STEAMERS, FITTED WITH BILGE KEELS, WHICH PREVENT ROLLING. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

ANCHOR LINE.
GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.
Furnessia, July 16, Noon | Anchoria, July 2, Noon
Ethiopia, July 23, Noon | Furnessia, Aug. 20, Noon
Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.
For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

HOLLAND-AMERICA LINE
FOR ROTTERDAM AND AMSTERDAM, VIA BOULOGNE-SUR-MER.
S. S. Maasdam, Saturday, July 16, 10 A. M.
THE NEW TWIN SCREW S. S.
ROTTERDAM.
FIRST CABIN $80 AND UPWARD.
Sailing Sat. July 23, 10 A. M.
Moderate prices, great comfort, superior accommodations. Apply for handbook and terms to Gen. Pass. Agency, 39 Broadway, New York.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Campania, July 16, 2 PM | Lucania, Aug. 6, 9 A M
Umbria, July 23, 9 AM | Etruria, Aug. 13, 11 AM
Aurania, July 30, Noon | Campania, Aug. 20, 8 AM
VERNON H. BROWN & CO., Gen. Agents,
4 BOWLING GREEN, NEW YORK.

DIRECT LONDON SERVICE.
Wilsons & Furness-Leyland Line, Ld.
Victoria..........July 16 | Alexandra........July 30
Boadicea..........July 23 | Winifreda........Aug. 6
New 10,000-ton modern steamers. Superior accommodation for saloon passengers. Elegant music. Smoking and dining saloons.
SANDERSON & SON, Agents, 29 Broadway.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.
CITY RIO JANEIRO, via Honolulu..........July 16
GAELIC, via Honolulu..........July 26, 1 P. M.
DORIC, via Honolulu..........Aug. 13, 1 P. M.
BELGIC, via Honolulu..........Sept. 3, 1 P. M.
PERU, via Honolulu..........Sept. 13, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU,
Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—RAILROADS.

NEW YORK AND LONG BRANCH RAILROAD.
SUMMER SCHEDULE.

All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.

TRAINS LEAVE NEW YORK AS FOLLOWS:

From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.

From Foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.

From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.

From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.

Sunday trains do not stop at Ocean Grove and Asbury Park.

*Denotes express trains.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL
& HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

9 HOURS TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M. Detroit 11:10 P. M. Train is limited to its seating capacity.

8.33 A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL SPECIAL, daily, except Sunday—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

9.40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday—For Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains, and Montreal.

10.00 A. M.—NORTH SHORE LIMITED. Daily, 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.

10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.

1.00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.

3.30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, Troy, and Saratoga.

5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Toledo 10:05 A. M., Chicago 4:00 P. M. Sleeping and parlor cars only.

6.00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

6.25 P. M.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

7.40 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9.00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.

9.15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.

12.10 Night—MIDNIGHT EXPRESS. For Chicago, every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.

Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, GEORGE H. DANIELS,
General Superintendent. General Pass. Agent.

WEST SHORE R.R.

Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:

A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.

B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.

1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.

1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.

C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskills, and Albany.

C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.

6:30 P. M. Chicago and St. Louis Limited. Daily, for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Richester, Buffalo, and Toronto.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.

A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station. A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.

Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN
Stations in New York foot of Barclay and Christopher Streets.
VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway; 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.

Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:

9.00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.

9.15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.

2.00 P. M.—Vestibuled limited—Fast mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.

7.30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9.15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

TICKETS, LOCAL TIME CARDS, AND PULLMAN ACCOMMODATIONS at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK, ONTARIO & WESTERN RY.

Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)

7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska. Parlor Cars.

9:15 A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake. Parlor Cars.

1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, and White Lake. Parlor cars.

3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk, Minnewaska, Kiamesha, and White Lake. Parlor cars.

6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago, (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.

TICKETS AND PARLOR CAR SEATS AT 371 Broadway. N. Y. Transfer Co. checks baggage from residence to destination.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, 3:20 "Congressional Lim.," (all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim., all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train. Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays, 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:20, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, J. R. WOOD,
General Manager. General Pass'r Agent.

Central Railroad of New Jersey

Anthracite coal used exclusively.
Four tracks. "Electro-Pneumatic" Signals.
Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night; Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15, (8:00 Saturdays only,) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.

For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00, A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30, Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday,

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, (week days,) and coal branches. Chair car to Mauch Chunk.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations. Chair Car to Easton.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. §Sundays.

CHICAGO, *4:30, A. M., *1:45 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:20 P. M., §1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty Street only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
NEW ORLEANS, *4:55 P. M., (through sleeper.)

ROYAL BLUE TRAINS.

WASHINGTON, BALTIMORE, †7:55, *10:00 (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45 (Diner,) §3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,284 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

SERVICES OF THANKSGIVING

Churches of All Denominations Respond to the Request of President McKinley.

SPECIAL PRAYERS AND MUSIC

Several Places of Worship Elaborately Decorated with Flowers and the National Flag—Some of the Patriotic Sermons Preached.

In nearly every instance yesterday the churches of this city responded to the request of President McKinley, asking them to hold thanksgiving services for the success of the American arms in the war with Spain, and several churches were elaborately decorated with flags and flowers.

St. Patrick's Cathedral was crowded at high mass with all classes. After each mass during the day special prayers of thanksgiving and for a speedy declaration of peace were given. The De Profundus was also said for the repose of the souls of all who have fallen in battle. Father Patrick Daly was the celebrant of high mass, assisted by the Rev. Joseph H. McMahon.

At the Church of St. Francis Xavier, on West Sixteenth Street, the Rev. Dr. Murphy conducted the usual services. Here special prayers were also given, and the attendance was unusually large. This was true of all the Roman Catholic churches in the city.

In nearly all the Protestant Episcopal churches special music was sung.

At the Church of St. Mary the Virgin, West Forty-sixth Street, high mass was celebrated at 9 o'clock and matins at 10. The choir of boys was enlarged by several new voices and the music was elaborate.

The services held in Old Trinity were impressive, and were largely attended. The Rev. Dr. Morgan Dix was the celebrant, and the sermon was preached by the Rev. Dr. J. Nevitt Steele, vicar of Trinity. Dr. Steele spoke of the victories which have been won by the army and navy, and at the conclusion, in conformity with the President's request, prayers for peace were said, the congregation joining.

At the Church of The Heavenly Rest.

A thanksgiving sermon was delivered at the Church of the Heavenly Rest by the Rev. Francis J. Clay Moran. Among the congregation were Abner McKinley and family, Warren Leland and family, and Gen. Slocum.

Dr. Moran began his sermon by reading the President's proclamation. He continued:

"It seems to me there could not be a more proper address for a nation than that I have just read to you—one that should stir the heart in gratitude to Almighty God. At the close of this service, when kneeling in silent prayer, put up a supplication for those sons of ours who probably at this very time are in the death struggle for the Nation's honor. The head of the Nation calls to us to carry out the thought that we bear on every silver dollar—'In God we trust.' No National trust, no special church organization, but a distinct statement that these people pass before the Lord Jehovah. To Him we look for power; to Him in time of glory and victory should be due the praise and thanksgiving.

"The idea of our present struggle is to give freedom to an oppressed people; to answer the cry that has gone up for years and years from suffering men and women—'How long, oh, how long!' And therefore we can come forward, believing that we are in the right, and this war in which we are engaged is one for which we may ask the blessing of the God of battles, from whom alone cometh the victory."

The Rev. D. Parker Morgan, rector of the church, also addressed the congregation. Referring to the incident on the battleship Texas, after the destruction of the Spanish fleet at Santiago, he said:

"As soon as the order to cease firing had been given and the smoke had cleared from the deck, Capt. Philip said to his men: 'Men, remember this victory came from Almighty God; let us bow our heads in silent prayer.' Was there ever more solemn scene on battleship than that? Surely the Lord heard the prayers of thanksgiving that came from those men."

In St. Michael's Episcopal Church, Amsterdam Avenue, yesterday morning the Rev John P. Peters read the President's proclamation, and in his sermon said:

"While we have reason to be thankful to the Ruler of the Universe for the destruction of the Spanish fleets at Manila and Santiago and for the wonderful success that has attended the efforts of our soldiers and sailors with such slight loss of life to our gallant men in the navy, we must remember that the lists of killed and wounded in our land forces before Santiago are large and that the cause of our National honor is being upheld by a great deal of sacrifice and suffering. But such is war. It is often the case that great victories are won only at a fearful price.

"A remarkable feature of the war in which our beloved country is engaged is the fact that no man seems to have entered into it for sordid reasons. The rich man and the poor man are standing shoulder to shoulder for the maintenance of the cause of liberty and against the continuance of the oppressive power of Spain in the Western Hemisphere Our war is waged not for mere conquest and the acquirement of territory, but for the advancement of genuine civilization and the equal rights of men. Such being the case, we can feel assured that God is on our side and that victory will continue to abide with our army and navy."

A Chicago Preacher's Words.

At the First Presbyterian Church the Rev. Dr. Gunsaulus of Chicago occupied the pulpit yesterday morning.

"Our President," he said, "has called us together to the altar of thanksgiving today and we obey. We are thankful—thankful for a flag so woven of divine ideas and humane sentiment that wherever it floats it means freedom under the law and hope to the oppressed. Thankful are we for a cause which has united the long-parted battalions of the North and South and baptized our country with a fresh, chivalric Americanism; thankful that our army and navy have proved themselves worthy to succeed their most brave, generous, and Christian ancestors.

"American ideas have come to such maturity that it is clear that American ideas will Americanize Europe or European ideas will Europeanize America. Our ideas of government and human progress have already gone further than our battleships have carried them. We have assumed public responsibility for them at Manila and Santiago. But the great contest for the supremacy of American ideas is not so much in the Philippines or at Morro Castle as in Chicago and New York City."

In the absence of Dr. van Dyke, at the Brick Presbyterian Church, on Fifth Avenue, the Rev. Dr. Charles Cuthbert Hall, President of Union Seminary, preached the sermon. He alluded to the President's proclamation and spoke generally of the success of the American troops in Cuba and the Philippine Islands.

The Rev. Dr. Frank Rogers Morse, assistant pastor of the Calvary Baptist Church, took as his text, "Christians under orders." He compared the obedience of commands in the spiritual life with those in the military service.

At the Broadway Tabernacle special prayers and music were given. Prof. John F. Genung of Amherst College preached the sermon.

Letters from Cuba Read in Church.

In the evening a thanksgiving service was held at the Eighteenth Street Methodist Episcopal Church. W. D. Utley, Superintendent of the church Sunday school, read the President's proclamation, after which the Rev. John W. Campbell, pastor of the church, prayed for the success of our land and naval forces. Dr. Campbell delivered a brief address, in which he said:

"The President's proclamation may have been an inspiration, because it has touched the popular heart. Upon all hands you hear reference made to it. I think it would be well for us to preserve it somewhere. Put it in your scrapbook or paste it in the back of your Bible, so that in years to come you may look at it and think of the mover of it and the events that led up to it. The victory that was brought about through Admiral Dewey in the waters of Manila, and the glorious triumphs of our arms in Cuba not only make our Nation wonder, but all the nations of the world."

Upon concluding his address Dr. Campbell read a letter from his son, John Morley Campbell, who is a private in Company B, Seventy-first Regiment United States Volunteers, now under Gen. Shafter, at Santiago. It is dated Savionne, Cuba, June 25, and is, in part, as follows:

> We are camped in a railroad round house which the Spaniards fled from during our bombardment. We expect to start on a march to Santiago at 5 o'clock this afternoon. There was quite a battle in the mountains near here, and Roosevelt's Rough Riders were pretty badly done up. Our regiment was sent up to reinforce them, but they had the Spaniards on the run before we got there. The Spaniards were all intrenched and we marched on them before we knew it. It would surprise you to see how plucky those fellows were. We were marched against the Spaniards as the wounded were coming down, some on horses behind the insurgents, some walking.
>
> One fellow who was wounded in four different places, being shot through the spine, through the neck, and through both arms, said: "Go on, boys, and give it to them, and we will dance in Santiago to-night."
>
> It was an awful hard march, and we were all disappointed that they had retreated, as we were anxious to get at them. You see it seemed to be quite an honor to be the regiment to be sent against them on the day we landed, when a lot of regulars were left behind down below. We expect that we will finish the job by Tuesday, then we will go up against Havana. It seems to me to be a very healthy climate and I never felt better in my life.
>
> A man shot through the shoulder said, as we put him on board the hospital ship: "Oh, I can stand this all right, but I wanted so badly to get a shot at them."

Another communication was read by the Superintendent, which was written aboard one of the gunboats by an engineer.

The pastor's address and reading of the letters was followed by a spirited talk by the Rev. Dr. James M. King, which elicited frequent applause from the congregation.

GERMAN-AMERICAN ATTITUDE.

A Hearty Response to the President's Proclamation at the Lutheran Churches in Brooklyn.

The attitude of the German-American citizens of Brooklyn toward the Government was shown yesterday in the hearty response which they made to the President's thanksgiving proclamation. Most of the German Lutheran churches held patriotic services, and the American flag hung before the eyes of the Kaiser's former subjects the same as before congregations of born Americans.

The sermon of the Rev. Emil Kraeling of the Zion Church, in Henry Street, was in strong support of the war. Germans, he declared emphatically, had always been and would always be loyal to the Administration and to the country. Whatever criticism they might have made of the Administration before the outbreak of hostilities, the moment war was declared every German stood shoulder to shoulder with the Government. They were ready to comply with the President's proclamations, because they believed that the victories of the American arms were the gift of God. He quoted Bismarck's saying: "We Germans fear only God."

"The President," said Mr. Kraeling, "showed himself a God-fearing man, possessed of the true Christian spirit, when he issued the proclamation to thank God for His assistance. He did as old Kaiser Wilhelm did in the Franco-German war, when he bowed down before God and gave to Him the honor for the victory."

The Schermerhorn Street Lutheran Church was profusely decorated with flags and bunting, and the altar was decorated. The Rev. Jacob Loch preached a stirring patriotic sermon.

The Rev. John Heischmann of St. Peter's Church, in Bedford Avenue, also pledged German support to the Administration. This church, too, was decorated with flags.

No reference was made by any of the German pastors to Kaiser Wilhelm's attitude toward America, and all contented themselves with urging their hearers to loyally support the American Government.

PLYMOUTH CHURCH SERVICE.

Patriotic Addresses by the Rev. Horace Porter and Gen. T. C. Christensen.

A patriotic service was held in Plymouth Church yesterday, in compliance with the President's proclamation. The church was decorated with American flags. The congregation sang "America" and "Oppression Shall Not Always Reign," and there were solos by Annie Forrester Hyatt and Harry Parker Robinson.

The Rev. Horace Porter, who presided and made the principal address, said, in part:

"We celebrate, by our President's request and our own feelings, our victories, and offer our devout thanksgiving to God. We believe that He has led this Nation of ours from the beginning; that He leads it to-day; that even amid whatever impure motives, whatever false pride, whatever selfishness may exist among us, He is leading us to a larger and more beneficent life and influence among the nations.

"We celebrate to-day and give thanks for the great victories and results of this conflict: for Manila and Dewey; for daring Hobson; for Santiago Harbor, and Sampson and Schley. We celebrate—we dare to celebrate—the annihilation of two great fleets of the enemy. Those two fleets, whose purpose it was to inflict oppression and massacre and starvation upon whole populations, it has been right to annihilate and wipe from the face of the earth.

"We celebrate to-day and give thanks for the enlarged opportunities given to this Nation for a world-wide influence. Now is fulfilled as never before the splendid thought of Henry Ward Beecher that 'there is a Christian police around the globe.'

"We are thankful to-day—why not?—for the peaceful annexation of those beautiful islands far out in the Pacific. Of course there have been those that have fought against all additions to our territory from earliest times. Once they said, 'If we add the territory west of the Alleghanies this Republic will fall to pieces of its own weight.' Then they said, 'If we add territory west of the Mississippi our land is so vast that the laws cannot be effectively enforced in all its parts.' But we have gone beyond the Alleghanies and across the Mississippi, with added strength for all these lands annexed.

"To-day we are thankful, among other things, that the spirit of this war in the name of human brotherhood has made one the people of our land. No longer a North or South, East or West, but one people, with Wheeler and Lee under the old flag, bearing it to the front and wearing the blue."

Gen. C. T. Christensen followed with a brief address. He declared himself to be a convert to the war. When it broke out he was skeptical as to its necessity, but he now believed in it, heart and soul.

"I have come to the conclusion," he said, "that since we have discovered our power, and greater power than we dreamed we had, it does indeed fall to us to interfere in the name of humanity; and perhaps it is our lot to enter upon a new career and exert a wider influence in the name of humanity in all the world."

Services at Fort Hancock.

Soldiers of the Roman Catholic faith at Fort Hancock, Sandy Hook, attended service in a large tent yesterday morning for the first time since they were detailed there. The tent was presented to the Rev. R. E. Burke, Chaplain at the fort, by the members of the several councils of the Knights of Columbus of Manhattan. Over 500 soldiers were present. The tent will accommodate from 1,200 to 1,500 men. During the week the tent will be used as a reading room for all the troops, irrespective of creed. Papers, books, magazines, and all kinds of good literature are in demand, and contributions of reading matter will be most acceptable to the soldiers. All reading matter of this kind may be sent via the Government boat, Pier 3, N. R., care of Capt. Sullivan.

Church Cornerstone Laid at Croton.

CROTON-ON-THE-HUDSON, N. Y., July 10.—Archbishop Corrigan arrived here this afternoon to lay the cornerstone of the new Roman Catholic Church of St. Mary. The Archbishop was escorted from the station by societies from Sing Sing, Yonkers, Peekskill, and Croton, the Hibernians, engine companies, and Knights of Columbus, and the societies of the church. The ceremony of laying the stone was performed at 3:30 o'clock. The Rev. Dr. Curran of Peekskill preached the sermon.

Services in Jersey City.

Thanksgiving services were held in all the Jersey City churches yesterday. They were confined to prayers of thanks for victories already won and further prayers for the ultimate triumph of American arms and the cause of humanity. In several of the churches special war sermons were delivered in the evening, one by the Rev. Sam Small, who is holding revival services at the Hedding Methodist Church.

THANKSGIVING FOR VICTORY

Sermons in Washington Churches in Compliance with the President's Proclamation.

PATRIOTIC HYMNS ARE SUNG

Great Congregation at the Place of Worship Attended by the President Applauds Dr. Bristol's Eloquent Discourse.

WASHINGTON, July 10.—This has been a day of thanksgiving and prayer in the Nation's capital. The President's recent proclamation was the basis of a concert of patriotic utterances from many pulpits. Thanks were given for the glorious victories of American arms, and prayers were offered for an early consummation of peace. In nearly every church where the proclamation had suggested the topic of a sermon special music of a patriotic character was rendered, many of the services closing with the hymn "America."

President McKinley, as usual, attended the morning services at the Metropolitan Methodist Episcopal Church. He went alone to the church, and was deeply impressed by the fine discourse delivered by the pastor, the Rev. Dr. Frank Bristol. The church was crowded long before the services began. Scores of persons remained standing throughout, and many more went away unable to gain admission.

At times Dr. Bristol's hearers were so thoroughly aroused by his patriotic utterances that ripples of spontaneous applause swept over the congregation. Dr. Bristol took for his text the first verse of the Ninety-eighth Psalm: "Sing unto the Lord a new song, for He hath done marvelous things; His right hand and His holy arm hath gotten Him the victory." In the course of his sermon he said:

"The poets and heroes whose songs and deeds 'made the old time splendid' were pure enough of heart and large enough of brain to be able to find the divine philosophy of human events. There is no chance, no accident, no fate. Law is universal.

Science and Providence.

"The more scientific a people becomes, the stronger will be their belief and trust in Providence, and the less confidence will they have in luck, accident, chance, and the other absurdities. In the days of man's ignorance the providential was looked upon as the miraculous and the miraculous as the providential. But with the growth of science the miraculous becomes obsolete and unnecessary, while Providence becomes more evident and prominent in human affairs. There was a time the greatest philosophers did not know that steam had been provided as a motor power to serve man, that electricity had been provided for a multitude of utilities. The Greeks did not know that more than seven metals had been provided for the arts, while this age knows that from fifty to sixty have been provided. The ancients never dreamed that there had been provided in the economy of nature the possibilities of gunpowder and dynamite, the possibilities of a modern navy, and the possibilities of Manila and Santiago victories, by which America doth 'take accession by the hand and make the bounds of freedom wider yet.'

"It is science or knowledge that brings us in touch and alliance with Providence. The more science, the more Providence. Yes, the more science the more God in the world's history. The providential does not always mean or even imply the miraculous. God may work His will by the agencies of the laws of nature and the thoughts of men. We should not quarrel with the old proposition 'The winds and waves are always on the side of the ablest navigators,' for the ablest navigators know how to use the winds and waves, and are in league with the mighty laws that govern things. God is on the side of good farming, good financiering, good politics, good guns, good battleships, good discipline, good generalship, and good causes.

Knowledge Instead of Faith.

"In the olden time men and nations allied themselves with Providence by faith; to-day men and nations ally themselves with Providence by knowledge. There was a time when the people found nature in sympathy with their struggles for freedom, and the storm overthrew the Egyptians in the sea, and the sun and moon stood still in the day of battle to give a righteous cause a good chance, and the stars in their courses fought against Sisera. What does all this mean? Was God teaching man the necessity of mastering the elements and forces of nature and yoking them to His purposes? Was He teaching that he who has the laws of nature on his side wins, and that he who contends against the right fights against the stars, against the law and order and very constitution of things, and must fail?

"Is this, then, a less providential age than the age of Moses? Is the electric light less providential than the pillar of fire? Is a Dakota wheat harvest less providential than a shower of manna? Is a South Carolina cotton crop less providential than the quails of the Wilderness? Are the orange groves of California less providential than the vineyards of Old Eshol? Was the discovery of America less providential than the finding of Canaan? Was the coming of the pilgrims and Huguenots less providential than the exodus of the children of Israel? Was the Declaration of Independence less providential than the decalogue of Sinai? Were the guns of Dewey and Sampson less providential than the ram's horns of Joshua, the lamps and pitchers of Gideon, or the rod of Moses? Were Manila and Santiago less providential in the history of human freedom than Jericho and Ai? Is Christian civilization less providential than was Jewish barbarism?

God's Peculiar People.

"If God ever had a peculiar people He has them now. They are the product of all the struggles and aspirations of the past. The men who stand before Santiago are not the product of a day or a century. They are the rich, consummate flower of the ages, the highest evolution of history. They represent a manhood that has climbed century by century up the steeps of light and liberty, and now stands in sight of the glorified summits of the universal freedom and the universal brotherhood of man.

"The men who offer their lives on Liberty's holy altar to-day caught this inspiration from the men who fought for their convictions in our civil war, and those great men of our civil war had heard of the Revolutionary heroes and were proud to emulate their deeds of patriotic valor; but the men of the Revolution had inherited the spirit of the Pilgrim Fathers and were determined to prove themselves worthy of their noble sires; the Pilgrims had the mantles of the Reformers resting upon their broad, herculean shoulders, and the Reformers remembered with reverence the martyrs, and the martyrs had seen the apostles, and the apostles had touched the Christ. There is your Providence in history.

"Do you look toward Manila and Santiago and say superior guns did the business? I say superior men stood behind the guns, superior schools stood behind the men, the superior religion stood behind the schools, and God, the Supreme, stood behind the religion. There is our lesson of Providence. The miracle workers to-day are our educators, the men and women who are giving us an intellectual mastery of nature and a moral mastery of ourselves; the teachers who are placing in our hands the invincible, all-conquering weapon of truth; who are bestowing upon this generation the power, the omnipotence of knowledge.

Schoolmasters Won the Battles.

"When we compare our 12 per cent. of illiteracy with Spain's 75 per cent. of illiteracy, we boldly say the schoolmaster won the battle of Manila and the battle of Santiago, no less than the battle of Sadowa. 'Ye shall know the truth,' said the Christ, 'and the truth shall make you free.' We are witnessing the victories of truth in passing events. It is truth, the truth of great convictions, the truth of splendid courage, the truth of free American manhood, the truth of wise and patriotic legislation, the truth of naval and military discipline, the truth of scientific warfare, the truth of correct strategy, great accuracy, perfect aim; the truth of true heroism, the truth of a just cause that is working out the freedom of the oppressed. Thanks to the Christ who came to set the captive free and proclaim the brotherhood of man. Thanks to His servants, the teachers of the past and present, who have given themselves to the high and holy ministry of education, by which the generations have come, armed and equipped, to subdue error and superstition and establish the authority and sovereignty of truth. Thanks to all those sons of God who in offices of State and on fields of battle have caught the spirit of the heroic Christ and have pledged their fortunes, their sacred honor, and their lives to realize the kingdom of righteousness and peace among men. Thanks to God over all, the Father of Lights, from whom cometh every good and perfect gift of life, truth, liberty, salvation, and victory.

"O sing unto the Lord a new song, for He hath done marvelous things; His right hand and His holy arm hath gotten Him the victory."

SENATOR PROCTOR FOR EMPIRE

He Addresses a Thanksgiving Meeting in Rutland on the Issues of the War.

RUTLAND, Vt., July 10.—At a great thanksgiving meeting here to-day Senator Proctor made a speech, in which he said:

"We are in the midst of war, but there are things worse than war. There are wrongs which cannot be righted in any way yet devised, except by force. The American people decided that the long-continued tyranny of Spain in Cuba must stop, and the only way to make this sure was that her flag must leave that island, and this war is the result of that decision.

"There were men in high places, many men of intelligence and wealth and business and political standing who asked almost in the word's of Cain, 'Am I my brother's keeper?' and the people answered, not hastily, but after hearing and considering the facts with patience and long suffering, 'Yes, you are,' and more, to the extent that we will not longer stand idly by and see our brother man robbed and stabbed and murdered if it is in our power to prevent it.

"Dewey's guns in Manila opened up great questions before our Nation. Territorial aggrandizement was not in our thoughts, but the events of that Sunday devolved great responsibilities upon us which we cannot shirk. But I cannot doubt that the issue will be met as becomes a people free and enlightened and wishing all people to share like blessings. The destinies of more than 10,000,000 people will be in our hands. They are strangers to us in blood and race; strangers to our laws and customs, and in a large measure to our civilization.

"It is not best for us or for them that they should be made a part of our body politic. Hereafter our flag will float on every sea, and its stars flash in the morning sun of every clime, and all our people—north and south, east and west, born or adopted—wherever they be, will be proud to avow their citizenship."

BISHOP POTTER AT NEWPORT.

He Conducts Thanksgiving Services for the Cottagers.

NEWPORT, R. I., July 10.—At this morning's service at Trinity Church, where many cottagers attended, the Right Rev. Henry C. Potter, D. D. of New York, conducted a thanksgiving service in accordance with the proclamation of President McKinley. In the evening the Bishop visited the camp of the Forty-seventh New York Volunteers at Fort Adams and addressed the soldiers. One of the local choirs journeyed to the fort and rendered a musical programme.

OCEAN GROVE CAMP MEETINGS.

Services Devoted to the Cause of Home Missions—Anniversary of Woman's Home Missionary Society.

OCEAN GROVE, July 10.—The several meetings here to-day were devoted to the cause of home missions, the services being conducted by the Woman's Home Missionary Society of the Methodist Episcopal Church. Missionaries and deaconesses from all parts of the land participated in the exercises.

The early morning meetings on the camp grounds were largely attended.

Evangelist Yatman conducted the young people's meeting in the temple at 9 A. M. There were 2,000 present. The service consisted of prayers for the unconverted and the lukewarm Christians, brief exhortations, singing and positive testimony. Adjt. McKenzie, a Salvation Army lassie, was present and sang a solo. Vice President A. E. Ballard had charge of the holiness meeting in the tabernacle at the same hour.

The eighteenth anniversary of the Woman's Home Missionary Society was observed at the auditorium at 10:30 A. M. Four thousand persons were present. The officers of the society occupied the seats on the platform. The opening prayer was said by the Rev. Dr. Elliott of New York. Miss Iva May Dunham, a Methodist deaconess, sang "Peace," accompanying herself on the guitar.

Bishop J. N. Fitzgerald, the President of the Ocean Grove Camp Meeting Association, read the proclamation of President McKinley, calling upon the churches to set aside a day of prayer in which to give thanks to the Almighty for the recent victories on sea and land over Spain, and the vast audience spent a minute in silent prayer. The Bishop also commended the act of Capt. Philip of the battleship Texas in summoning his crew to prayer after the victory at Santiago.

Mrs. Clinton B. Fisk of Seabright, President of the Woman's Home Missionary Society, next briefly reviewed the work accomplished by the society in the interest of missions during the past year.

The anniversary sermon was preached by the Rev. Dr. S. F. Upham of Drew Theological Seminary, Madison, N. J.

Over 2,000 scholars attended the three departments of the Summer Sabbath School. The Rev. Dr. Thomas O'Hanlon, President of Pennington Seminary, had charge of the monster Bible class for the first time this season.

At 4 P. M. the new Bancroft Rest Home, at 74 Cookman Avenue, was dedicated. The home is a retreat for the deaconesses of the Methodist Church. Mrs. Mary Kent of Bradley Beach, Bishop Fitzgerald, Mrs. Clinton B. Fisk, and Vice President Ballard made brief addresses.

There were 6,000 present at the surf meeting, held on the beach front at the foot of Ocean Pathway, at 6 o'clock. The topic of the responsive readings was "Missions." Bishop Fitzgerald and other divines made short addresses. The missionary sermon this evening was by the Rev. Dr. Josiah Strong of New York.

The Ocean Grove Sunday School and Chautauqua Assembly will begin a ten days' session to-morrow.

On Wednesday afternoon and evening of next week the Missionary Society of the Methodist Episcopal Church will hold a convention and mass meeting here.

Services at Asbury Park Beach.

ASBURY PARK, N. J., July 10.—The services in the Asbury Park Beach Auditorium to-day attracted large congregations. The morning sermon was preached by the Rev. Dr. George J. Mingins of Asbury Park, on the theme, "Self-Satisfied Men." At the afternoon service, S. H. Hadley of the Jerry McAuley Mission spoke on "Rescue Work Among the Fallen." He also spoke at the evening service.

DISTRIBUTION OF TESTAMENTS.

The American Bible Society Makes Its Annual Report.

Since April, 1878, the American Bible Society has put into circulation 18,874,000 English Bibles and Testaments, the managers say in their eighty-second annual report, which has just been made public. One result of this wide distribution of the Bible without notes is a call for other literature.

"The reading Christian public," the report continues, "for home reading, for Sunday school uses, and for systematic Bible study, now demand improvements of various sorts, embellishments, enlarged helps, compendia, concordances, suggestions due to critical study of manuscripts, revised renderings, rearrangements in literary form, such as are now offered by many publishers in unprecedented variety, such as the society could not circulate without radical changes in its organic law, such as involve differences of opinion among theologians and scholars, respecting which, by common consent, lie entirely outside of the province of the Bible Society."

There were issued from the Bible House last year, (apart from those sent to foreign countries,) 622,135 volumes. Of the whole number 574,880 were sold and 47,255 went out as grants. There were issued at home and abroad a total of 1,852,273 volumes, the work of the distribution of which, in every land under the sun, occupied the attention of 10 agents and 349 other persons in their employ. It is probable that this number of assistants would have been considerably increased had not the society been compelled to cut down its appropriations.

ATTACK ON THE PAULISTS

A Book Apparently Approved by the Vatican Questions Father Hecker's Honesty.

COMMOTION AMONG CATHOLICS

All the Apostles of What Is Termed "Americanism" in the Roman Catholic Church in This Country Are Assailed.

Nothing has created such commotion in Catholic circles on two continents in many years as the appearance of a volume recently published in France calling in question the honesty of the Catholicity of the late Father Isaac T. Hecker, the founder of the Paulists; his followers in that congregation and all the apostles of what is termed "Americanism" in the Roman Catholic Church in the United States. This includes Cardinal Gibbons, Archbishop Keane, Archbishop Ireland, Mgr. D. J. O'Connell, and others, in short, all of those who are supposed to be advocates of the Leonine policy.

This volume was published a few weeks ago in the French language, but already it has been translated into English, and a few copies of the work have been received here. It is entitled "Essays on Americanism; Is Father Hecker a Saint?" Its author is Father Magnien, priest of the Brothers of St. Vincent de Paul.

It is apparent to the clergy that the issuance of the book was provoked by the popularity now existing in France over what is known as the "American Idea" both among the priesthood and the laity. The first exposition of this idea was made known in France by the publication in French of Father Walter Elliott's "Life of Father Hecker," which was translated into that tongue by Abbé Klein, and is now in its sixth edition, it having received the approbation of Cardinal Richard, Archbishop of Paris.

Mgr. O'Connell's Paper.

The feeling in favor of the idea of progress as represented by Hecker, Gibbons, and Ireland was greatly intensified in Europe by a paper which was read before the Catholic Scientific Congress, at Fribourg, last August, by Mgr. D. J. O'Connell, late rector of the American University in Rome. This paper was published far and wide on the Continent of Europe, and if it added to the esteem in which the distinguished founder of the Paulists was held in the minds of the more liberal in the Church, it created a proportionate hatred in the minds of others, with the result that the book, "Is Father Hecker a Saint?" has been written and published.

Immediately upon the completion of the work, the writer submitted it to the Archbishop of Paris for his approval, as the rules of the Index require that the imprimatur for a book be sought first from the local Bishop. This, however, according to the best authority, the French Archbishop indignantly refused, saying that he could not give his approbation to a libel and a calumnious attack upon the American episcopate.

But the author was not to be deterred in his purpose, and he made his way to Rome, and there he secured the imprimatur of Father Lepidi, the Master of the Sacred Palace, along with the approval of Mgr. Casseta, Vicegerent of Rome. It thus appeared to have the seal of approval by the Vatican.

"If Father Hecker is a saint," the book asserts, "it is not after the old style, after the pattern of the saints of old. Is there then a new type of sanctity, a revolution in the supernatural as well as in the social order? This is a question worthy of note which the 'Life of Father Hecker' does not answer.

"The author of the volume which we present to-day to the public has applied himself to the study of the life, works, ideas of Father Hecker as the official known as the Devil's Advocate, or more properly, Promoter of the Faith, would do in a canonization process. In our time we are too much given to canonizing people after their deaths, when we don't do it during their lives. This is anything but conformable to the spirit of the Church. Never, perhaps, has excess been pushed so far as in the case of Father Hecker; he is presented to the reader as a 'doctor,' 'a great elect of Providence,' to be compared with St. Augustine, St. Theresa, St. Francis de Sales.

"Things are put in their place by our theologian. Side by side with the virtues of the man, he shows the deficiencies of his spirit, the shortcomings of his spirituality, the errors of his teachings."

Customs of the Paulists.

Within the pages of the book are discussed the doings and customs of the Paulists. They are criticised for their mode of dress, because they do not wear cassocks on the street, and are described as little less than godless, because they give amateur theatrical entertainments in their hall. The public addresses of Archbishop Keane and Archbishop Ireland are picked to pieces, and the ideas of Cardinal Gibbons on many subjects are said to be harmful to the Church and non-Catholic.

Priests here are at a loss to know where the information concerning the inward workings of the community of Paulists was gathered by the writer, but it is generally conceded that the Rev. Father Peries, late a Professor of Canon Law in the Catholic University at Washington, is responsible for many of the statements. Dr. Peries left the university after a disagreement with the authorities there, and returned to France some time ago.

Information has been received here that the publication of the book with the apparent approbation of the Vatican has been brought to the attention of the Pope. The matter was also discussed by Archbishop Keane and Cardinal Rampolla, the Secretary of State, during which conference the Cardinal said that neither the Pope nor himself knew anything about the book. It is likely that some official action may be taken at Rome regarding the matter.

FISH FROM BERMUDA.

Prof. Bristol Brings Several Varieties on the Orinoco.

Prof. C. L. Bristol of the New York University arrived yesterday on the steamship Orinoco from Bermuda, where he had been collecting specimens for the New York Aquarium in connection with the station established last year for the study of marine life. In addition to several tanks of fish forwarded on the earliest steamer, Prof. Bristol brought eight tanks yesterday. They were taken to the aquarium, and placed in the exhibition tanks devoted to Bermuda fish.

Among them are spot snapper, gray snapper, grouper, striped grunt, surgeon fish, sergeant major, spiny lobster, and market fish. There was a new parrot fish, having red marks where the other varieties at the aquarium have green, and there were two fish resembling grunt, the names of which have not yet been established by the aquarium attendants. The lobsters are about thirty-six inches from end of claw to tip of tail. They have been named already Sampson and Schley.

THE DAY AT CONEY ISLAND.

The Rev. Mr. Russell of the Law and Order Society Threatens Arrests.

Coney Island was inhabited yesterday by thousands of people. The excise law was enforced in the same manner as it has been since the opening of the season. Beer could be had by producing the necessary 5 cents.

During the afternoon the Rev. F. Bruce Russell of the Law and Order Society and a staff of agents wandered about the place looking for excise violations. The reformer said that with a few exceptions every saloon keeper and concert hall proprietor had violated the law. He declared his intention of applying to Magistrate Nostrand this morning for warrants for their arrest.

A Policeman Loses His Badge.

Capt. Dunn of the Coney Island Police Station yesterday received an order from Chief Devery to relieve Special Policeman Frank of his badge. The order was immediately carried out. Frank on Sundays and holidays has been operating a barrel game, and many people have requested that it should be shut down.

HOT

Our linen-crash is a seeming paradox. It's "hot stuff", yet makes cool suits.

It washes without shrinking; and is almost as little priced as the ordinary kind.

Suits $8; coat, vest and trousers sold separately—bicycle-golf breeches if you want them.

If you're a boy, the clothes are the same but the price is less.

ROGERS, PEET & Co.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

CURIOS AT GLEN ISLAND.

The "Bell of Justice" Found by Mr. Starin in Italy—Mummy of a Princess.

There is an old bell in one of the corners of the Glen Island Museum of Natural History that attracts unusual attention on account of the pretty story connected with it. The bell itself is not much to look at, but its story appeals to the better side of human nature.

It is to the effect that in one of the old cities of Italy, many centuries ago, the King caused the bell to be hung in a tower in one of the public squares and called it "the bell of justice." He commanded that any one who had been wronged should go and ring the bell, and so call the magistrate and ask and receive justice. And when, in the course of time, the lower end of the bell rope rotted away a wild vine was tied to it to lengthen it. One stormy night the inhabitants were awakened by the loud clanging of the bell. An old and starving horse that had been abandoned by its owner and turned out to die wandered into the tower, and, in trying to eat the vine, rang the bell.

The magistrate of the city, coming to see who demanded justice, found the old starving horse, and he caused the owner of the animal, in whose service it had toiled and been worn out, to be summoned before him, and decreed that, as his poor horse had rung the bell of justice, he should have justice, and that during the horse's life his owner should provide for him proper food and drink and stable.

The Hon. John H. Starin, while traveling in Italy, saw the bell, heard its history, and determined to bring it to this country. The people, however, were loath to part with it. It had been held up to the young people as an emblem of justice, and its history had been handed down from one generation to another. There was a crowd about the bell the other day reading its history and commenting upon it, when a little boy of an inquisitive turn of mind looked up in the face of a lady, presumably his mother, and asked why they did not erect justice bells about New York. The lady could not reply, but in turn looked appealingly at an elderly gentleman beside her.

"Humph! There are two reasons why," he responded. "One is that they could not manufacture a sufficient number of bells to supply the demand, and the people would never get any sleep for the continual clanging." The gentleman was recognized as a professor at one of the best known institutions of learning in this country.

The Museum of Natural History at Glen Island is particularly attractive this season. One of the great objects of interest there is the complete whaling outfit, which causes much curiosity. The Egyptian mummy found near the Pyramid of Hawara-el-Marktea, which was built by King Amenemhat III. of the Twelfth Dynasty, comes in for a great deal of attention also. The hieroglyphics about the body show it to be the remains of Menne, a Princess of the royal family, who was in her eighteenth year at the time of her death. Mr. Louis Bennett of Buffalo presented the royal mummy to the Glen Island museum. In his letter he says he cleaned out a pit two yards square and nine yards deep, cut in solid rock. From this pit a small door led into a chamber three yards square, containing the stone sarcophagus. Around it were a few statuettes, flowers, some papyrus leaves from the Book of the Dead, and two tear bottles. It was the belief of the Egyptians that a spirit would return after death and seek out and reclaim the body from which it parted, and failing to find it would be a wanderer without means of communicating with its friends or of defense against its enemies. So the dead body was treated with the greatest consideration, and every means known and available was used to preserve it against the day of the spirit's return.

EDGEWATER CRECHE.

A Convenient Fresh-Air Resort for Sick and Enfeebled Children.

The Edgewater Creche, the only fresh-air resort for ailing and enfeebled children that can be reached every half hour of the day, is situated on the New Jersey shore of the Hudson, opposite Gen. Grant's Tomb. Swings and hammocks in abundance are under ample shade trees, and a pretty stone Swiss cottage is equipped with cribs, baths, and every provision for health and comfort; while a trained nurse, experienced in the care of children, is in charge and gives personal attention to every child. Its benefits to the little weaklings sent every day by the city dispensaries, day nurseries, and children's societies are remarkable. An average of 80 to 100 are now visiting it each day.

The Trustees acknowledge the following donations during the past three weeks: "C. L. S.," $15; Miss H. C. Butler, $20; Miss P. A. Thorne, $10; Mrs. Thomas H. Bauchle, $10; J. H. Alexandre, $10; Miss Ethel E. Millard, $5; Miss M. W. Bruce, $25; Miss C. P. Stokes, $5; F. A. Moulton, $5; Caroline and Edward Molineux, $5; Mrs. Isaac Newton Seligman, $25; J. Kennedy Tod, $10; Mrs. Mary A. Maxwell, $10; Cavalry Baptist Sunday School, $10; Mrs. R. T. Auchmuty, $50; Miss E. A. Prall, $50; Mrs. W. S. Gurnee, Jr., $10; Mrs. Clement C. Moore, $5; Bernhard Greeff, $50; Mrs. William P. Clyde, $5; Mrs. H. A. Lyman, $5; Mrs. Robert Bayles, $10; Mrs. H. B. Turner, $5; Mrs. Roswell Smith, $50; the Rev. C. Armand Miller, $5; Mrs. Charles W. Ogden, $10.

Further gifts are needed, and may be sent to F. Delano Weekes, President, 58 Wall Street; Mrs. Lucy S. Bainbridge of the New York City Mission Society, or to Charles D. Kellogg of the Charity Organization Society, Treasurer, at the United Charities Building, 105 East Twenty-second Street.

FOUGHT WITH A BURGLAR.

Grosback Tried to Stop Him, but He Was Arrested Later.

William Grosback, the proprietor of a lead smelting establishment at 218 North Eleventh Street, Brooklyn, caught a burglar in his factory yesterday. The fellow succeeded in getting away, but a man answering his description was soon afterward arrested. Mr. Grosback lives at 577 Lorimer Street, and he left his home shortly before noon to go to the factory. When he reached his office he found it in confusion. He heard footsteps in another part of the building and went there. Two men confronted him. He caught hold of one and a fight followed. The fellow succeeded in freeing himself and managed to get out of a rear window, through which the other burglar also effected his escape.

Mr. Grosback communicated with the police of the Bedford Avenue Station, and gave a description of the two thieves. Policeman Meehan subsequently arrested Henry Evans, aged twenty-four years. Grosback positively identified him, and the prisoner was held on the charge of burglary. The burglars had $100 worth of goods packed ready for removal when Mr. Grosback discovered them.

Body of E. T. Child Arrives.

The body of Edwin Troop Child, who died in Bermuda July 6, arrived here yesterday on the steamship Orinoco. Mr. Child was a native of the United States, who went to Bermuda many years ago and amassed a fortune in the jewelry business. He was well known and highly esteemed by his fellow-citizens, as well as by the large number of tourists who yearly visited Bermuda. Mr. Child died from apoplexy.

O'Neill's

Sixth Ave., 20th to 21st St.

To-day's News

Sailor Hats.

Thousands of Sennet Braid Sailors going at 95c. & . . 48c.

Fine Split Straws, clearing at $3.50 to . . . . 75c.

New shaped Felt Hats marked at $1.25 to . . . . 75c.

Women's Linen Suits

With new blazer coat, seams all bound, and new shaped flounce skirt. The entire suit is piped in colors; value, $6.75, special . . . $4.98

Wash Goods.

5,000 yards Nacirema Organdies. Thousands of yards have been sold here and elsewhere at 12½c. Take what you want now at, per yd. . . . . 5c.

5,000 yards white corded pique—the goods everybody is wanting, but now you can save 15c. on each yard you buy—value 35c. Special . . . . 20c.

In the Furniture Store.

Porch Rockers, with high back, broad arm, and cane seat, as comfortable a chair as you'd care to sit in—value $2.50. Special . . . $1.59

We deliver all purchases, excepting bicycles and sewing machines, free at any railroad station within 100 miles of New York.

H. O'NEILL & CO.

AMUSEMENTS.

Manhattan Beach.
Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7. Sunday 3:30, 8.
Admission, (except Saturdays and Sundays,) 10c. & 25c. Saturdays and Sundays, 25 cts. & 50 cts.
Pain's Manila & Fireworks Eve., except Sun. & Mon., 8 P. M.
De Wolf Hopper in WANG, Except Sun., 9 P. M. Sat. Mat., 4 P. M.

THE COOL CASINO! Theatre & Roof. Ad. 50c. Mat. Saturday! Only Thea. Open! Only B'way Roof.
In THEATRE To-mrw Nt! Last Wk of Re-engagement! Louis Mann! Clara Lipman! THE TELEPHONE GIRL!
On Roof To-Ngt! 4th Great Week! RICE'S Summer Ngts!
July 18—New Xtrvgnza, "Yankee Doodle Dandy."

POPS MADISON SQUARE ROOF GARDEN. EVENINGS AT 8:15. ADM., 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights concert in Amphitheatre.

LENOX LYCEUM. 59 St. Mad. Av. Adm. with seat 50c.
LAST NIGHT GODFREY'S BRITISH GUARDS BAND.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH

KOSTER & BIAL'S. Admission 50c
MUSIC HALL—Burlesque—COOK'S TOUR.
Roof Garden—Vaudeville, Rogers Bros. & oth's.

KEITH'S Continuous Performance 25c.50c.Noon to 11 P.M.
New Cooling System. Papinta. War Pictures.

AMERICAN THEATRE ROOF GARDEN
Lottie Gilson, James Thornton, Others.

Baseball, Polo Grounds, To-day, 4 P. M. St. Louis vs. New York. Admission, 50c.

THE TURF.

BRIGHTON RACES Daily at 2:30 P. M.
Take any Coney Island route.
Rain or Shine. Concert by Lander.

SNAKES AS MODELS.

Charles H. Higby Studies Many of His Designs from the Reptiles and Regards Them as Pets.

Charles H. Higby, who furnishes designs for most of the programme heads of the city theatres, uses remarkable models for his work. A trip to Mr. Higby's studio is certainly novel, if not alarming. Through all of this artist's work the same graceful curves may be seen, which he claims are studied from his snakes.

Mr. Higby's handsome studio is situated in East Fourteenth Street, and its Oriental trimmings impart a rich and weird aspect. In one corner are a number of large glass-fronted cages, which contain his queer models. All of these reptiles, fortunately for the neighborhood, are of harmless varieties. Among them is an Albino boa constrictor, which bears the romantic name of Yao. This creature is fully 8 feet in length and is Mr. Higby's favorite.

The snakes are fed once a week. According to their owner, they can fast for a much longer period without inconvenience. But regularly at this interval a white rat is introduced into the cage of each. Their manner of eating is peculiar, for they wrap their cold bodies around the victim and squeeze it to death. After the prey is dead they swallow it entire, and their cast-iron anatomy digests every thing—even the bones.

There are cannibals in this uncanny collection, Mr. Higby said, and pointed out a lithe black and yellow creature which feeds only upon its relations.

When asked where he obtained the idea of making use of snakes as models, Mr. Higby replied:

"In the first place, there is no creature more graceful than the snake. No matter in what position the reptile may be, there is always a series of graceful curves suggested. In the second place, the varied colors of these creatures are constantly suggesting new ideas."

Many of Mr. Higby's pictures have been in the annual water-color exhibitions, and have excited much interest from their peculiar and delicate tinting.

ABANDONS HER BABY.

A Woman in Jersey City Leaves a Child with a Boy.

Barney Reurdonski, fourteen years old, stood at the door of his home, 434 Monmouth Street, yesterday, when a young and neatly dressed woman asked him to hold her baby for a few moments. She gave him a nickel for his trouble, saying she was going to a grocery on the corner. Reurdonski saw the woman go into the store, but she did not come out again.

After holding the baby half an hour, Reurdonski concluded that he had earned his nickel. He went to look for the woman, and found that she had gone out by a side door into another street. He took the child to the Gregory Street Police Station and it was sent to the almshouse. The child is a boy about a month old.

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

COPYRIGHTED. NEW YORK, MONDAY, JULY 11, 1898. EIGHT PAGES.

STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended July 9....	1,053,663
Same week last year.........	717,011
Stocks to date this year......	53,611,854
Corresponding date last year.	25,860,274
Bonds for the week..........	$11,053,000
Same week last year.........	5,953,000
Bonds to date this year......	436,531,280
Corresponding date last year.	218,165,460

Money rate range for week: Collateral loans on call, 1@1½; at three months, 3; at six months, 3½ per cent. Commercial paper, sixty to ninety days, 3¼@3¾ per cent.

ILLINOIS CENTRAL.

How Progressiveness Has Built Up a Great System Yielding Record-Breaking Returns.

Exceptional activity and strength in the shares of the Illinois Central Railroad on the Stock Exchange at the close of last week, coincident with an official report of the company's total gross earnings for the fiscal year—showing increases almost unexampled—make apropos a review of the development and security market history of that great corporation. In the Financial Supplement of THE NEW YORK TIMES such records have been presented of other important American railroads, and investors interested in those exhibits will find value in this. It is a story of wonder-working development. Progressiveness and conservatism have vied one with the other in the upbuilding of the giant corporation.

In the fiscal year ending June 30, 1897, the Illinois Central Railroad earned $22,000,000. For the fiscal year ending June 30, 1898, the figures rise beyond $27,000,000—a gain in twelve months of more than $5,000,000, increase scored at the rate of 25 per cent. So extraordinary are strides like these that the record, month by month, is something to marvel over. This is the gross earnings showing:

1897.		Increase.
July	$1,984,075	$345,451
August	2,175,681	524,818
September	2,346,202	436,148
October	2,439,390	195,770
November	2,563,709	694,143
December	2,578,244	481,728
1898.		
January	2,276,720	378,458
February	2,183,398	419,158
March	2,277,769	477,951
April	2,119,390	504,968
May	2,212,409	380,910
June	2,065,303	271,849

The net exhibit is not less marvelous. Detailed by months (June figures estimated) net earnings show:

1897.		Increase.
July	$476,120	$149,804
August	569,970	150,956
September	680,129	94,753
October	878,744	56,222
November	902,955	503,488
December	1,022,322	245,419
1898.		
January	763,516	40,864
February	691,188	118,361
March	758,737	206,131
April	531,142	169,925
May	700,737	174,508
June, (estimated)	600,000	381,128

It is improbable that the Illinois Central balance sheet covering the fiscal year in detail will be issued prior to the annual meeting soon due. Wall Street statisticians, however, are able (adopting sundry important items on the basis of the 1896-7 year) to prepare an approximate exhibit, as follows:

Net earnings to June 30, 1898....	$8,665,609
Other income	2,164,196
Total income	$10,829,805
Surpuls dividend fund............	924,461
Total available	$11,754,266
Fixed charges, rents, &c.........	5,760,698
Balance	$5,993,568
Betterments	150,000
Subject to dividends............	$5,843,568
Regular 5 per cent..............	2,625,000
Surplus	$3,218,568

Such surplus—over $3,200,000 beyond the regular 5 per cent. dividends—equals over 6 per cent. additional upon the Illinois Central's total capital stock. The showing is beyond 11 per cent. for the year.

On Sept. 20, 1850, Congress made its first grant of lands for railroad building purposes. These lands were given to the State of Illinois, which later transferred them to the Illinois Central Railroad, which was chartered Feb. 10, 1851. Under its incorporation the company was empowered to build a railroad from La Salle northwardly to the Mississippi River, opposite Dubuque, Iowa, and southwardly to Cairo and a branch from the main line to Chicago. The lands given by the State to this company consisted of 2,595,000 acres along the line as stated above. The company's charter exempts its property from taxation, but requires a payment to the State, in lieu thereof, of 7 per cent. of its gross receipts.

The first engineering party was organized at Chicago on May 21, 1851, and commenced surveys of the Chicago Division, and before the end of the year the whole line was surveyed and located. The first railroad connection between Chicago and the East was made in February, 1852, when the cars of the Michigan Southern Railroad reached that city. On May 24, 1852, railroad communication between Chicago and Detroit was opened up by the completion of that portion of the line between Chicago and Calumet, allowing the Michigan Central to enter the first-named city. During the years from 1852 to 1856 many branches were constructed, increasing the company's mileage over 705 miles.

Many Important Connections.

Important events in the company's history occurred on Oct. 7, 1867, when leases for twenty years were taken of the Dubuque and Sioux City Railroad, extending from Dubuque, Iowa, opposite the western terminus of the Illinois Central, to Iowa Falls, Iowa, a distance of 142.74 miles; of the Iowa Falls and Sioux City Railroad, Iowa Falls to Sioux City, 183.84 miles, and the Cedar Falls and Minnesota Railroad, Cedar Falls, Iowa, north to Mona, Iowa, 75.58 miles, the total mileage acquired by the three lines being 402.16. The Dubuque and Duluth Bridge, spanning the Mississippi River at Dubuque, was also constructed in this year, and the Illinois Central and Dubuque and Sioux City thereby connected.

In 1872 the Mississippi Central Railroad was extended from Jackson, Tenn., north to East Cairo, Ky., on the Ohio River, opposite Cairo, Ill., the new line forming, in connection with the original Mississippi Central and the New Orleans, Jackson and Great Northern Railroad, a continuous line of road from New Orleans to Cairo, Ill., with a total length of 547 miles. As this line formed a very favorable outlet for the railroads of the Illinois Central, the latter, through its Directors, at once entered into a working agreement with the two companies owning it, a considerable interest in the companies being subsequently acquired by the purchase of a heavy amount of bonds.

Valuable Properties Acquired.

The railroads and properties of these Southern companies were sold under foreclosure in 1877, and later reorganized. On Nov. 8, 1877, a consolidation of the reorganized companies was effected under the name of the Chicago, St. Louis and New Orleans Railroad. In the same year the Chicago and Springfield Railroad, 111.44 miles, was leased for fifty years, and under the name of the Springfield Division operations over it began by the Illinois Central on Jan. 1, 1878. The Middle Division, originally the Kankakee and Southwestern, was constructed and added to the system between 1878 and 1883. On June 13, 1882, the Chicago, St. Louis and New Orleans Railroad was leased for 400 years, at an annual rental equal to interest on $18,000,000 bonds and 4 per cent. on the $10,000,000 of capital stock. The Illinois Central owned nearly all the latter, and in 1882 made an issue of a corresponding amount of "Illinois Central leased line 4 per cent. stock," for which the Chicago, St. Louis and New Orleans stock was exchanged at par.

Further Additions to the System.

The various additions to the Illinois Central system from 1882 to 1887, both by construction and purchase, included the South Chicago Railroad, 4.76 miles, from Parkside, Ill., to South Chicago; Middle Division, Colfax to Normal Junction, Ill., and Buckingham to Tracy, Ill., 29.66 miles; Aberdeen Division, Durant to Aberdeen, Miss., 88.36 miles; Yazoo Division, Jackson to Parsons, Miss., and Durant to Tchula, Miss., 140.36 miles; Wisconsin Division, Freeport, Ill., to Madison, Wis.; Cedarville Junction, Ill., to Dodgeville, Wis.; Freeport, Ill., to La Vergne, Ill., 222.14 miles; Cherokee and Dakota Railroad, Onawa, Iowa, to Sioux Falls, Dak., 155.58 miles; Cedar Rapids and Chicago Railroad; Cedar Rapids, Iowa, to Manchester, Iowa, 41.85 miles, making a total construction of 682.71 miles. There were also purchased the Rantoul Railroad—West Lebanon, Ind., to Leroy, Ill., [illegible] miles; Chicago, Havana and Western Railroad and branch, 131.62 miles. Total constructed and purchased, 888.76 miles.

In addition to the above the company had invested $2,906,213 in the bonds and shares of the Mississippi and Tennessee Railroad, which obviated the necessity of building a new line to reach Memphis and greatly strengthened the system. In March, 1887, the Directors of the Illinois Central renounced the option of renewing the lease of the Dubuque and Sioux City Railroad and it expired on Oct. 1, 1887.

The business to and from the Iowa Falls and Sioux City Railroad furnished nearly one-half the earnings of the Dubuque and Sioux City Railroad, and being then unable to make satisfactory arrangements with the owners of the latter, a majority of the capital stock of the Iowa Falls and Sioux City Company was purchased at $50 per share. The announcement of this purchase brought an offer from the owners of a majority of the shares of the Dubuque and Sioux City Railroad to sell their holdings, which was accepted, and payment made on Oct. 1, 1887, at $81.60 per share. Other shares of each company were bought at lower prices.

Purchases and Consolidations.

Trains began to run over the Chicago, Madison and Northern Railroad in August, 1888, and on Jan. 1, 1889, the road was turned over to the Illinois Central. About the same time the Mississippi and Tennessee Railroad was consolidated with the Chicago, St. Louis and New Orleans, and leased to the Illinois Central at an annual rental of not less than $130,000 or more than $140,000. The Directors of the road purchased in 1888 all the shares of the Duluth and Dubuque Bridge, not then owned by the Illinois Central.

Desiring to simplify accounts and reduce expenses, the company leased from the Dubuque and Sioux City Railroad on July 1, 1890, its railway, 524 miles in length, together with its interest in the Cedar Falls and Minnesota Railroad, 76 miles, for a term of sixteen years, reserving the right to terminate the lease on short notice. The extension of the Chicago, Madison and Northern from Clyde to Clark Street, Chicago, 9.16 miles, was put into operation Sept. 7, 1891, and the Blue Island Railroad on April 18, 1892. Virtual ownership of the latter road was acquired by the Illinois Central through advances aggregating $54,447.

In 1892 all the securities of the Louisville, New Orleans and Texas Railroad were purchased for $5,000,000 in cash and $20,000,000 in bonds, and in October of that year the road was consolidated with the Yazoo and Mississippi Valley Railroad.

Proposed Southern Deal.

During August, 1893, a controlling interest in the securities of the Chesapeake and Ohio Southwestern and some of its affiliated companies was purchased. A contract for the sale of these properties to the Louisville and Nashville was made, the latter paying $5,000,000 of their 5 per cent. gold bonds for an equal amount of Illinois Central 4s. Suit was brought against the Louisville and Nashville by the Commonwealth of Kentucky to prevent the carrying out of this contract on the ground that the charter of the road did not authorize it to purchase the Chesapeake and Ohio Southwestern. This suit was decided in all the courts adversely to the Louisville, and the latter, having defaulted on interest due July 1, 1894, on the bonds received by the Illinois Central, the contract of sale was annulled on Nov. 7, 1894, and the bonds returned to the Louisville and Nashville.

In December, 1894, the Illinois Central purchased a majority of the first mortgage 6 per cent. bonds of the Chesapeake and Ohio Southwestern, amounting to $5,982,000 at a cost of $6,889,669. In payment of this a temporary loan for $7,000,000 was effected, payable in 1896, with interest at 3⅝ per cent. On Nov. 26, 1895, the stockholders voted to issue $10,000,000 additional capital stock to be used in defraying the cost of these Chesapeake and Ohio Southwestern securities and for general improvements.

Lines Recently Leased.

A lease of the railroad and properties of the St. Louis, Alton and Terre Haute was taken on April 1, 1896, for a period of ninety-nine years from Oct. 1, 1895, with the privilege of renewal. Under the terms of the lease the Illinois Central guarantees payment of annual dividends of 2¼ per cent. on the stock of the leased company and also assumes the lease of the Belleville and Southern Illinois under a modified agreement on guarantee of dividends of 4.8 per cent. per annum on the preferred stock. In connection with this lease provision was made by the Illinois Central for the issue of $15,0000,000 St. Louis Division gold bonds, $5,000,000 to be issued at 3 per cent. and to be used in acquiring the stock of the Alton and Terre Haute at 75 per cent., and the Belleville and Southern Illinois preferred stock at 160.

The Chesapeake and Ohio Southwestern Railroad was sold under foreclosure of the second mortgage July 25, 1896, and was taken possession of by the Illinois Central on Aug. 1, 1896, on which date articles were filed for the incorporation of the Chesapeake, Ohio and Southwestern Railway. The mileage of the latter is 399.60, extending from Louisville, Ky., to Memphis, Tenn., with branches from Elizabethtown, Ky., to Cecilia Junction and from Asphalt, Ky., to quarries.

On Aug. 1, 1896, a contract was made with the Cleveland, Cincinnati, Chicago and St. Louis whereby the Illinois secured running rights over the former road from Pana, Ill., to East St. Louis, a distance of 95 miles. In May, 1897, arrangements were made with certain financial institutions covering the sale of $20,000,000 Chesapeake and Ohio Southwestern new 3½s, and $10,000,000 St. Louis Division 3½s, of which $6,000,000 were to be issued at once. The company also sold $1,350,000 Chicago, St. Louis and New Orleans consolidated mortgage bonds, interest reduced to 3½ per cent., issued Nov. 1, 1897, in lieu of 7s maturing on that date and renewed at 3½ per cent., the $2,000,000 Springfield Division bonds maturing Jan. 1, 1898.

Capital Stock in Various Years.

The capital stock in 1869 was $25,296,880, and it remained at these figures until 1872, when it increased to $25,500,000. In 1873 it became $27,250,000, and in 1874 $29,000,000. There was no further increase until 1887, when $11,000,000 stock was issued, making the capital $40,000,000. In 1891 it was increased to $45,000,000, in 1893 to $50,000,000. The authorized capital is $60,000,000, of which there is at present listed on the Stock Exchange $52,500,000.

The Funded Debt.

The funded debt in 1869 was $8,000,000, in 1870 $6,869,500, in 1871 $5,764,500, in 1872 $5,629,000, in 1873 $5,339,000, in 1874 $9,482,000, in 1875 $9,765,000, in 1876 $10,662,000, in 1877 $10,508,000, in 1878 $11,997,000, in 1879 $12,100,000, in 1880 $12,004,000, in 1881 $9,919,500. In 1882 the funded debt increased $28,000,000 through the acquisition of the Chicago, St. Louis and New Orleans, and became $37,831,000. In 1883 it was $38,145,000, in 1884 $38,085,000, in 1885 $38,036,000, in 1886 $46,971,000, in 1887 $46,926,000, in 1888 $62,138,000, in 1889 $65,384,000, in 1890 $62,662,000, in 1891 $62,735,000, in 1892 $63,218,000, in 1893 $88,170,000, in 1894 $92,635,000, in 1895 $96,355,000, in 1896 $103,738,925, in 1897 $114,953,925.

The amount of the fiscal debt listed on the Stock Exchange is $110,281,000, as follows:

Illinois Central 1st g. 4s.1894-1951	
do., do., registered..	$1,500,000
do., 1st g. 3½s..............1951	
do., do., registered.....	2,499,000
do., 1st g.3s, sterling, £500,000, 1951	
do., do., registered..	2,500,000
Total outstanding...$13,950,000	
do., collateral trust g. 4s..1952	
do., do., registered.	15,000,000
do., col. tr. g. 4s, L.N.O.&T.1953	
do., do., registered.	24,679,000
do., col. trust 2-10 g. 4s...1904	
do., do., registered.	4,806,000
do., Western L. 1st g. 4s.1951	
do., do., registered.	5,425,000
do., Louisville Div. g. 3½s..1953	
do., do., registered.........	14,320,000
do., St. Louis Div. g. 3s..1951	
do., do., registered.	4,939,000
do., do., g. 3½s.......1951	
do., do., do., registered.	6,321,000
do., Cairo Bridge g. 4s....1950	
do., do., registered.	3,000,000
do., Middle Div. regis'd 5s, 1921	600,000
do., Spr'gfield Div. 1st g. 3½s.1951	
do., do., registered.........	2,000,000
Chi., St. L. & N. O. g. 5s, ...1951	
do., registered	*16,555,000
do., g. 3½s...................1951	
do., do., registered..........	[illegible]
do., Memphis Div. 1st g. 4s..1951	
do., do., registered.	3,500,000
Belleville & Carodt 1st 6s..1923	485,000
St. Louis South. 1st gtd. g. 4s.1931.	550,000
Carbond. & Shawtn. 1st g. 4s.1932.	250,000

*Leased line 4 per cent. stock, $10,000,000.

Mileage and Earnings.

The mileage in 1869 was [illegible], gross earnings were $8,823,482, total net earn-

Continued on Page 7.

Stock Transactions New York Stock Exchange Week Ending July 9, 1898.

Range for Year 1898.		Closing July 8.		Net Ch'ge Past Week.	STOCKS. Sales Week Ending July 9, [illegible]	Amount Capital Stock Outstanding.	Last Dividend.		Week Ending July 9.				Closing a Year Ago.	Sales for Wk End. J'ly 9, 1898.
Highest.	Lowest.	Bid.	Ask'd.				Date.	Per Cent.	First.	High.	Low.	Last.		
[illegible] February [illegible]	[illegible] April [illegible]	[illegible]	[illegible]	..	Adams Express	[illegible]	June 1, '98.	[illegible]	[illegible]	101	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July [illegible]	[illegible] July [illegible]	[illegible]	[illegible]	..	American Steel & Wire Company	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] July [illegible]	[illegible] July [illegible]	...	[illegible]	..	American Steel & Wire Company preferred	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] May [illegible]	[illegible] July [illegible]	[illegible]	[illegible]	− [illegible]	American Malting Company	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] May [illegible]	[illegible] May [illegible]	[illegible]	[illegible]	− [illegible]	American Malting Company preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	110
[illegible] January [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	..	American Cotton Oil	[illegible]	....	..	[illegible]	21	21	21	[illegible]	40
[illegible] February [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	− 1¼	American Cotton Oil preferred	[illegible]	June 1, '98.	[illegible]	[illegible]	75	[illegible]	75	[illegible]	[illegible]
[illegible] February [illegible]	[illegible] January [illegible]	[illegible]	[illegible]	..	American Express	[illegible]	July 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June [illegible]	[illegible] January [illegible]	[illegible]	[illegible]	− [illegible]	American Spirits Manufacturing	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June 27.	[illegible] March [illegible]	[illegible]	[illegible]	− [illegible]	American Spirits Manufacturing preferred	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	+ [illegible]	American Sugar Refining Company	[illegible]	July 2, '98.	[illegible]	114	114	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] January 6.	[illegible] March [illegible]	[illegible]	[illegible]	..	American Sugar Refining Company pf.	[illegible]	July 2, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June 27.	[illegible] March [illegible]	[illegible]	[illegible]	..	American Telegraph & Cable Company	[illegible]	June 1, '98.	[illegible]	94	94	94	94	91[illegible]	[illegible]
[illegible] July 7.	[illegible] January [illegible]	[illegible]	[illegible]	+ [illegible]	American Tobacco	[illegible]	May 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] July 8.	[illegible] January [illegible]	[illegible]	[illegible]	+ [illegible]	American Tobacco preferred	[illegible]	May 1, '98.	[illegible]	[illegible]	129	[illegible]	129	[illegible]	1,7[illegible]
[illegible] February 7.	[illegible] January [illegible]	[illegible]	37	..	Ann Arbor preferred	4,000,000	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6
[illegible] June 6.	[illegible] April 21.	[illegible]	[illegible]	− [illegible]	Atchison, Topeka & Santa Fé	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] June 11.	[illegible] March 12.	34	[illegible]	− [illegible]	Atchison, Topeka & Santa Fé preferred	[illegible]	....	..	[illegible]	[illegible]	[illegible]	34	24	[illegible]
21¼ June 17.	12⅝ January 20.	14⅝	15	− ½	**Baltimore & Ohio**	[illegible]	....	..	15	15	14⅝	14⅝	9	4,054
7½ February 3.	6⅛ January 19.	6	7	+ [illegible]	Baltimore & Ohio Southwestern preferred	[illegible]	....	..	6½	6⅞	[illegible]	[illegible]	...	200
8¾ January 21.	2⅝ March 21.	3⅜	3½	− [illegible]	Bay State Gas	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	12⅝	2,120
67 July 5.	35 March 12.	65⅝	65¾	− [illegible]	Brooklyn Rapid Transit	[illegible]	....	..	65⅝	67	64⅝	65⅝	[illegible]	[illegible]
14 June 6.	9 June 2.	10⅜	11	..	Brunswick City	[illegible]	....	..	10⅜	10⅝	10⅜	10⅜	...	140
67⅝ January 3.	*61 May 3.	66	66½	..	Buffalo, Rochester & Pittsburg preferred	6,000,000	Feb. 1, '98.	[illegible]	66½	66½	66½	66½	...	100
75 July 1.	*65 March 10.	...	...	..	Burlington, Cedar Rapids & Northern	5,500,000	Feb. 1, '98.	[illegible]	75	75	75	75	...	30
57⅝ February 5.	44½ March 2.	54½	55	+ 4⅛	**Canada Southern**	15,000,000	May 1, '98.	1	51⅞	55	51⅞	54⅞	50	12,221
14⅞ May 28.	11 April 23.	13⅞	14½	+ ⅛	Central Pacific	68,000,000	July 1, '98.	½	13⅝	13⅞	13½	13⅞	8¾	900
24⅛ February 1.	17¼ March 26.	22⅝	22¾	+ ⅝	Chesapeake & Ohio	60,528,490	....	..	22⅜	22⅞	22⅜	22⅝	18⅜	6,951
107⅜ June 11.	85⅜ March 26.	107⅛	107¼	+ 1⅝	Chicago, Burlington & Quincy	82,002,800	Mch. 15, '98.	1½	107½	107⅝	106	107⅜	82⅝	59,485
16¼ February 8.	9⅝ February 25.	14½	14⅝	+ ⅛	Chicago Great Western	21,290,145	....	..	14½	14½	14¼	14½	7⅝	6,262
10¼ January 14.	*6⅞ April 4.	9⅞	10¼	..	Chicago, Indianapolis & Louisville	10,500,000	....	..	10	10	10	10	...	100
33⅝ January 28.	22 April 16.	30	31	..	Chicago, Indianapolis & Louisville preferred	[illegible]	....	..	30	30	30	30	...	700
102⅝ June 1.	83¼ April 21.	100⅝	100⅞	+ 1⅝	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	100⅛	100⅞	98⅝	100⅝	83⅝	54,068
150 June 28.	140 April 25.	149	150	+ ⅛	Chicago, Milwaukee & St. Paul preferred	31,618,400	Apl. 19, '98.	3½	149½	149½	149	149	129⅞	484
129⅝ February 11.	113⅝ March 12.	129⅝	129⅝	+ 2⅝	Chicago & Northwestern	39,067,383	July 6, '98.	2½	126½	129⅞	125	129⅝	117⅛	14,909
*176 March 2.	163 January 3.	171¼	172	..	Chicago & Northwestern preferred	22,367,600	July 6, '98.	1¾	171	171	171	171	[illegible]	100
102⅝ June 1.	80 March 25.	97¾	97⅞	+ ⅜	Chicago, Rock Island & Pacific	46,156,000	May 1, '98.	1	97⅝	98	96⅞	97⅞	73⅝	42,180
9⅝ March 3.	4½ January 3.	8	8½	+ ⅝	Chicago Terminal & Transfer	13,000,000	....	..	8	8⅝	8	8⅜	...	882
33 February 5.	22½ January 3.	29	31	..	Chicago Terminal & Transfer preferred	17,000,000	....	..	29½	29⅝	29⅝	29⅝	...	805
44½ June 17.	35 March 12.	43⅛	43⅝	+ 1⅝	Cleveland, Cin., Chi. & St. Louis	28,000,000	Aug., '93.	1½	42¼	43⅝	41	42⅝	27	14,184
*88⅝ June 17.	77½ March 9.	...	...	..	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	Apl. 20, '98.	1¼	88⅛	88⅛	87	87	64½	30
19¾ January 12.	11¼ March 28.	14⅛	14¾	− ⅛	Cleveland, Lorain & Wheeling	8,000,000	....	..	15	15	14⅛	14⅛	...	2,100
⅞ January 28.	⅜ April 7.	⅜	½	− ⅜	Colorado Coal & Iron Development	5,500,000	....	..	⅜	⅜	⅜	⅜	...	100
26⅝ January 11.	17 March 12.	21½	23	..	Colorado Fuel & Iron	9,250,000	....	..	23	23	22½	22½	17	400
5⅞ July 6.	5⅝ July 6.	5	6½	..	Columbus & Hocking Coal & Iron	4,700,000	....	..	5⅝	5⅝	5⅝	5⅝	...	100
8¾ February 10.	5 March 18.	5¾	6¼	+ ¼	Columbus, Hocking Valley & Toledo	11,696,300	....	..	6¼	6¼	6¼	6¼	2⅝	103
205½ June 9.	167 March 26.	200	201	+ 3¼	Consolidated Gas	36,730,000	June 15, '98.	2	196⅞	201½	196	200½	165¼	4,138
38 June 14.	27¼ March 25.	37	37⅞	− ⅜	Consolidated Ice	[illegible]	May 17, '98.	1	37½	38	36⅝	37	41	1,155
91 February 15.	81 March 21.	88½	89½	− 1	Consolidated Ice preferred	3,500,000	Apl. 15, '98.	1¾	90	90	90	90	88⅝	187
114½ February 8.	104 April 21.	106⅜	107	..	**Delaware & Hudson**	35,000,000	June 15, '98.	1¾	108½	108⅝	104⅝	106⅝	110⅛	2,216
159 February 3.	144½ April 21.	...	156	..	Delaware, Lackawanna & Western	26,200,000	Apl. 20, '98.	1¾	157	158	157	158	156⅝	447
52⅝ February 10.	40 April 21.	51¼	51⅝	+ 1¼	Denver & Rio Grande preferred	23,650,000	Jan. 15, '98.	1	51⅛	51⅝	50⅝	51⅝	42⅝	1,680
20 June 10.	8⅞ April 21.	16⅞	17½	− ⅜	Des Moines & Fort Dodge	4,283,100	....	..	16½	17½	16⅞	17½	14½	800
64⅝ July 8.	45 April 20.	60	64	+ 1½	Detroit Gas	1,645,700	....	..	63⅝	64⅝	63⅝	64⅝	...	400
*135½ July 7.	*115 April 22.	131	135	+ 4⅝	**Edison Electric Illuminating of N. Y.**	9,025,700	May 1, '98.	1½	129⅝	134	129⅝	134	116	456
16¼ February 1.	11 April 21.	13⅝	14	+ ⅛	Erie	112,232,700	....	..	13⅞	13½	13⅞	13½	14½	877
43⅝ February 11.	28¼ April 22.	35⅝	36	+ 1	Erie first preferred	42,844,000	....	..	36⅝	36½	35½	36	33⅝	2,510
21⅝ February 11.	15½ April 22.	17	18	..	Erie second preferred	16,000,000	....	..	17½	17½	17½	17½	...	100
40½ July 6.	28¾ March 12.	40	40⅝	+ 1	**General Electric**	30,460,000	....	..	39⅝	40½	39⅛	40	33⅝	20,430
130 June 30.	120 July 1.	128⅝	129½	+ 4	Great Northern preferred	25,000,000	May 1, '98.	1½	127	129½	126	129	...	2,600
36¼ February 15.	15⅝ April 22.	24½	25	+ 1⅝	**Hawaiian Sugar**	10,000,000	....	..	24	26	23	25½	...	2,785
109⅝ July 8.	98 April 21.	109⅝	109⅞	+ 3⅝	**Illinois Central**	52,500,000	Mch. 1, '98.	2½	106⅝	109⅝	105½	109½	97⅝	9,916
60 June 1.	44½ April 15.	57⅛	57⅞	+ ¼	Illinois Steel Company	18,650,600	July, '98.	1½	57	57⅛	56⅝	57¼	...	552
35¼ June 11.	25 April 25.	32	33	..	Iowa Central preferred	5,671,600	April, '98.	1	31	33	31	33	27½	30
24½ February 16.	15 April 16.	15⅝	16	− ⅜	**Kansas City, Pittsburg & Gulf**	23,000,000	....	..	15½	15⅝	15⅝	15⅝	...	600
52 June 3.	37½ March 25.	50⅝	51½	+ ⅛	**Laclede Gas**	7,500,000	Feb. 15, '98.	1½	51	51¼	50	50⅝	36⅝	2,135
94½ January 14.	85 March 12.	92	93	..	Laclede Gas preferred	2,500,000	June 15, '98.	2½	91	91	91	91	82½	225
18⅝ February 1.	12½ March 1[illegible].	14½	16	+ ¼	Lake Erie & Western	11,840,000	....	..	15	15	15	15	13⅝	110
76¼ February 5.	66 March 14.	70⅝	71½	− ⅜	Lake Erie & Western preferred	11,840,000	May 16, '98.	1¼	71¼	71¼	71	71	65	695
194⅝ January 29.	170 January 4.	189¾	193	− 2⅝	Lake Shore	49,466,500	Feb. 15, '98.	3	189¼	189¼	189⅛	189⅛	171	100
190 May 27.	180 May 2.	188	...	..	Lake Shore certificates	....	....	..	188	188	188	188	...	2
51 June 1.	40 January 20.	50	52	+ ½	Long Island	12,000,000	Nov. 2, '96.	1	50	50	50	50	...	225
60½ January 31.	44 April 21.	54¼	54½	+ 1⅜	Louisville & Nashville	52,800,000	Aug., '93.	2	54¼	54⅝	53¼	54½	50¼	17,212
120¼ January 14.	91 March 26.	105⅞	106	+ ⅜	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	106	106¼	104	106	90	37,913
171½ January 14.	125¼ March 26.	159	160	+ ⅜	Metropolitan Street Railway	30,000,000	Apl. 15, '98.	1¼	160	160	157½	159⅝	...	6,005
114⅝ February 8.	99½ March 12.	106⅜	107¼	+ 1⅜	Michigan Central	18,738,000	Feb. 1, '98.	2	104	107	104	107	100½	1,000
14¼ January 26.	10 April 13.	11½	11⅞	..	Missouri, Kansas & Texas	52,450,000	....	..	11⅛	11⅝	11⅛	11¼	12⅞	1,110
41 January 28.	28⅝ March 12.	34⅝	35	+ 1½	Missouri, Kansas & Texas preferred	13,000,000	....	..	34⅝	35	33⅝	34⅝	30⅝	2,360
36½ June 11.	22 March 12.	35⅝	35⅞	+ ⅜	Missouri Pacific	47,507,000	July 1, '91.	1	35½	36⅛	34⅝	36	18⅝	8,990
32½ February 7.	24⅝ April 19.	25½	27	− ½	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	26	26	26	26	...	250
175 January 14.	*167½ January 4.	170½	172	..	Morris & Essex	15,000,000	July 1, '98.	3½	171	171	171	171	166	97
37⅞ January 7.	26¼ March 26.	34⅝	34⅞	+ ¼	**National Lead Company**	14,905,400	Feb. 15, '98.	1	34¼	35⅝	33½	34½	30¼	1,577
109½ February 10.	99 April 22.	107	107⅝	+ 1	National Lead Company preferred	14,904,000	June 15, '98.	1¾	107	107½	107	107½	98⅝	828
21⅛ May 23.	15 March 25.	16¼	17	..	National Linseed Oil	18,000,000	Sept. 16, '95.	1	17⅛	17⅛	17⅛	17⅛	...	50
9 February 10.	5 April 25.	5	6	..	National Starch	5,000,000	....	..	5⅜	5⅜	5⅜	5⅜	...	100
98½ January 8.	86½ March 26.	90¼	90⅝	− 3¾	New Jersey Central	22,497,000	May 2, '98.	1	94½	94½	88⅝	90½	85	15,191
51 June 3.	14 April 5.	40	43½	+ 4⅛	New York Air Brake	5,000,000	1896.	6	42	44¾	42	44¾	...	480
119⅝ January 28.	105 March 26.	119⅛	119¼	+ 3½	New York Central	100,000,000	Apl. 15, '98.	1	116½	119⅝	115⅝	119¼	102	48,006
195½ February 2.	*182 March 26.	188	191	− ½	New York, New Haven & Hartford	47,657,500	June 30, '98.	2	190	190	190	190	172½	218
15⅝ January 31.	*11⅝ April 20.	14¼	15	..	New York, Chicago & St. Louis	14,000,000	....	..	14	14⅞	14	14⅞	13⅛	985
40⅜ January 29.	28 March 25.	34⅝	38¼	..	New York, Chicago & St. Louis 2d preferred	11,000,000	....	..	35	38¼	35	38¼	...	1,310
*123⅝ February 16.	*120 April 20.	...	...	..	New York, Lackawanna & Western	10,000,000	July, '98.	1¼	123½	123½	123½	123½	...	37
56⅝ February 7.	42½ March 12.	52	52½	+ ⅛	Norfolk & Western preferred	22,928,650	Feb. 23, '98.	1	52⅝	52⅝	51½	52	28⅝	3,401
7½ July 7.	4¼ January 15.	6⅝	7	+ 1	North American	39,733,100	....	..	6½	7½	5⅝	7	4	19,231
31¼ June 6.	19 February 24.	29⅝	30	+ ⅝	Northern Pacific	79,800,000	....	..	30½	30⅝	29¼	29⅞	13⅝	24,048
70⅝ July 5.	56⅝ March 12.	70⅛	70⅝	+ ⅜	Northern Pacific preferred	75,000,000	June 3, '98.	1	70⅝	70⅝	69⅝	70⅝	40½	24,802
18⅝ February 2.	13⅝ April 25.	15	15⅛	− ⅛	**Ontario & Western**	58,113,982	....	..	15¼	15¼	14⅝	15	14⅝	3,299
54¼ February 1.	35½ January 7.	49	50	..	Oregon Railroad & Navigation	24,000,000	....	..	49	50	49	50	19	70
35 July 5.	24⅝ June 27.	33	35	+ ¼	**Pacific Coast**	6,809,600	....	..	35	35	35	35	...	115
91 June 28.	85 June 27.	86	91	..	Pacific Coast first preferred	1,515,500	....	..	86	87	86	87	...	104
*60½ June 27.	*57 July 7.	57	61	..	Pacific Coast second preferred	3,914,400	....	..	57	57	57	57	...	7
32⅝ February 4.	21 April 21.	29	29¼	+ ⅜	Pacific Mail	20,000,000	June 2, '98.	1	30	30	28⅝	29	31⅜	2,006
120⅝ February 7.	110⅝ March 12.	117¼	117⅝	+ 1½	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	116	118	115⅝	117⅝	...	11,224
104¼ May 31.	86½ March 26.	100½	100¾	+ 1¼	People's Gas, Chicago	25,000,000	May 25, '98.	1½	100½	101	97⅝	100¾	94½	57,464
2⅛ May 23.	⅝ January 7.	1⅝	1¾	..	Peoria, Decatur & Evansville	8,400,000	....	..	1¼	1⅛	1⅛	1⅛	1⅝	50
5⅞ February 11.	*3 January 26.	3½	6	..	Peoria & Eastern	10,000,000	....	..	4⅛	4½	4⅛	4⅛	...	225
47½ May 2.	35⅞ January 5.	43	45	− 1	Pittsburg, Cin., Chi. & St. Louis	24,347,100	....	..	44½	44½	42¾	43½	13	1,840
71 February 7.	57 March 23.	63	68	..	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '98.	2	65	65	64	65	...	711
7 June 17.	5⅝ June 11.	6	...	..	Pittsburg & Western preferred	5,000,000	....	..	7	7	7	7	...	200
216 July 5.	165 March 12.	210	211	− ¼	Pullman Palace Car Company	36,000,000	May 16, '98.	$2	214	216	208	211	167½	7,606
23⅝ January 6.	15½ March 25.	18½	18⅝	− ½	**Reading**	69,900,000	....	..	19	19¼	17½	18½	21⅝	12,511
54½ February 3.	36 March 12.	42⅝	42½	− 4½	Reading first preferred	28,000,000	....	..	46¾	47	41½	42⅝	45½	29,005
29 January 6.	18⅞ March 26.	21⅝	22¼	− 1	Reading second preferred	42,000,000	....	..	23¼	23⅛	21⅝	22	27	6,180
27½ June 27.	*21½ January 11.	26½	29	..	Rio Grande Western	10,000,000	....	..	26	27	26	27	20½	30
68 June 23.	50⅝ March 15.	66⅝	67	+ 1	Rio Grande Western preferred	6,500,000	May 1, '98.	⅝	66¼	66⅝	66¼	66⅝	51⅝	250
123 January 4.	*116¾ March 26.	121⅝	...	..	Rome, Watertown & Ogdensburg	10,000,000	May 16, '98.	1¼	122	122	122	122	...	100
8⅝ February 11.	5½ March 7.	7	7½	..	**St. Joseph & Grand Island**	4,600,000	....	..	7⅞	7⅞	7⅞	7⅞	3½	100
63 June 11.	45 February 24.	58	60	− 1½	St. Joseph & Grand Island first preferred	5,491,600	Dec. 31, '97.	2½	59	59	59	59	39⅝	2[illegible]1
23¾ June 11.	13½ April 25.	20	21	− ⅜	St. Joseph & Grand Island second preferred	3,500,000	....	..	21½	21½	21	21	10½	60
8⅜ June 3.	6 March 26.	7½	8	− ⅛	St. Louis & San Francisco	26,443,980	....	..	7⅝	7⅝	7½	7½	5½	204
65⅝ June 6.	52½ March 12.	61¼	62¼	− ¼	St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	61	62½	61	61⅝	40½	930
32½ June 1.	22½ February 24.	29½	29¼	+ 1½	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	28⅝	29½	28¼	29¼	16	4,570
5⅝ June 17.	3⅝ January 24.	5	5½	..	St. Louis Southwestern	16,500,000	....	..	5	5	5	5	3¼	600
12⅝ June 7.	7⅝ March 12.	11⅛	11⅝	+ ⅜	St. Louis Southwestern preferred	20,000,000	....	..	11	11½	11	11½	8⅝	412
25 January 8.	18⅜ July 6.	18	21	..	St. Paul & Duluth	4,680,200	July 5, '87.	3	18⅛	18⅛	18⅛	18⅛	22⅜	150
155⅝ July 8.	*121½ January 6.	153½	156	+13	St. Paul, Minnesota & Manitoba	20,000,000	May 1, '98.	1½	142½	155⅝	142½	155	...	2,565
82½ July 9.	65 March 12.	82¼	82¾	+ 6½	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	76	82½	76	82½	64⅝	14,669
22 January 22.	12 April 13.	19½	20	+ ⅜	Southern Pacific	108,232,270	....	..	19¼	19⅝	19	19⅝	15⅛	1,420
9⅞ February 10.	7 April 21.	8⅝	8¾	+ ¼	Southern Railway	119,900,000	....	..	8⅝	8¾	8½	8½	8¼	590
33¼ February 11.	23⅝ March 26.	31	31½	+ 1½	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	30⅝	31	30	31	28⅜	6,186
7 May 23.	3¼ January 3.	6	6½	..	Standard Rope & Twine	12,000,000	....	..	5⅝	5⅞	5⅝	5⅝	4⅝	94
28½ January 11.	17 March 12.	25⅝	25¾	− ¾	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	26	26⅛	25	25	23	4,215
12⅝ June 30.	8⅞ March 12.	12½	12½	..	Texas Pacific	38,706,700	....	..	12⅝	12¾	12	12¼	10½	1,867
194½ February 17.	155 April 21.	178	180	+ ½	Third Avenue	10,000,000	May 31, '98.	$2	176	179	175	179	...	520
25⅝ June 6.	16⅝ March 25.	24½	24¼	+ ⅝	**Union Pacific**	61,000,000	....	..	24⅝	24⅞	23½	24¼	...	7,458
63⅝ February 3.	45⅝ March 12.	60⅝	61	+ 1½	Union Pacific preferred	75,000,000	....	..	61	61	59⅝	61	...	31,944
10⅝ February 18.	5⅝ April 21.	6⅝	6½	− ⅝	Union Pacific, Denver & Gulf trust receipts	27,894,900	....	..	6½	6⅝	6¼	6⅜	...	5,420
*49 February 8.	38 April 14.	40	44	..	United States Express	10,000,000	May 16, '98.	1½	40½	42	40½	42	...	31
8⅝ May 24.	5¼ April 25.	7⅛	7⅜	..	United States Leather	61,509,900	....	..	7¼	7⅜	7⅛	7¼	7⅝	1,977
69¼ May 25.	53⅝ March 26.	66½	66⅝	− ⅛	United States Leather preferred	60,909,900	July 1, '98.	1¼	66⅜	66⅞	65⅝	66½	60	3,041
26⅝ July 9.	14⅝ March 12.	26½	26⅝	+ 1	United States Rubber	20,166,600	Feb. 15, '97.	2	25⅝	26⅝	24⅛	26½	11¼	17,782
92 July 8.	60 March 12.	91½	91⅝	+ 3⅝	United States Rubber preferred	19,406,500	May 20, '98.	2	89	92	88	91⅝	54⅝	9,761
7⅞ January 12.	6¼ March 25.	7	7½	..	**Wabash**	28,000,000	....	..	7⅝	7⅝	7	7	6	140
20½ May 9.	14¼ March 7.	19	19½	+ ⅜	Wabash preferred	24,000,000	....	..	19½	19½	18⅝	19¼	14⅝	2,375
123 June 24.	*112½ May 5.	119	123	..	Wells-Fargo Express	8,000,000	Jan. 15, '98.	3	117½	117½	117½	117½	105	20
102⅝ January 8.	87¼ April 25.	93¼	93½	− ½	West Chicago Street	13,189,000	May 16, '98.	1½	93⅝	93⅝	93⅛	93⅝	84	2,700
95 June 24.	82¼ March 26.	93½	93⅝	+ ½	Western Union Telegraph	97,370,000	Apl. 15, '98.	1¼	93⅝	93⅝	92⅝	93¼	...	10,933
3⅝ January 11.	1⅝ July 7.	1⅛	1½	− ⅛	Wheeling & Lake Erie, $1 ass't paid	10,894,800	....	..	1½	1½	1⅜	1⅜	...	2,407
16 January 12.	8 July 9.	8	9½	− 1	Wheeling & Lake Erie pf. $1 ass't paid	3,316,000	May 15, '94.	2	9⅝	9⅝	8	9	...	1,430
3⅝ January 17.	1⅜ March 22.	2⅝	2⅝	..	Wisconsin Central	12,000,000	....	..	1⅝	1⅝	1⅝	1⅝	...	10

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares.

Bond Transactions New York Stock Exchange Week Ending July 9, 1898.

BONDS.

Sales Week Ending July 9..$11,228,000

BONDS.	Week Ending July 9, 1898. First.	High.	Low.	Last.	Sales.
Adams Express 4s	99	99½	99	99¼	17½
American Tobacco scrip	93½	95	93½	95	49
Ann Arbor 1st 4s	83½	84½	83½	84½	6
Atchison, Colorado & Pacific 1st 6s, tr. r.	59	65	59	65	19
Atch., Jewell Co. & Western 1st 6s, tr. r.	60	60	60	60	2
Atchison, Topeka & Santa Fé gen 4s	94⅛	94¼	93½	94⅛	402
Atchison, T. & S. F. adjustment 4s	68	69⅝	67¾	69⅝	1,381½
Austin & Northwest 1st 5s	82¼	82½	82¼	82½	18
B. & O. 1st 6s, Parkersburg Branch	110	110½	110	110½	69
Baltimore & Ohio 5s, 1988	112½	112½	112	112	150
Baltimore & Ohio 5s, 1885-1925	114½	114½	114¼	114¼	19
Baltimore & Ohio 5s, 1885-1925, eng. certfs.	109	109	108⅝	108⅝	51
Balt. & Ohio Southwestern 1st 4½s guar.	102½	102½	102½	102½	15
Brooklyn Elevated 1st 6s, trust receipts	93	93	93	93	26
Brooklyn Rapid Transit 5s	103½	104	103	104	149
Brooklyn Union Gas 5s	114½	114½	114½	114½	5
Brooklyn Wharf & Warehouse 5s	93⅞	93⅞	93⅞	93⅞	4
Buffalo, Rochester & Pittsburg 5s	105½	105½	105¼	105¼	15
Canada Southern 1st 5s	108⅝	109	108⅝	108¾	8
Canada Southern 2d 5s	109	109¼	109	109¼	11
Central of Georgia consol. 5s	87	87	86	87	41
Central of Georgia 1st pf. income 5s	39¾	39¾	39	39	37
Central of Georgia 2d pf. income 5s	13	13	13	13	3
Central of Georgia, Mobile Division 5s	96	99	96	99	20
Central of New Jersey general 5s	112¼	112¼	112¼	112¼	10
Central of New Jersey gen. 5s, registered	110½	110½	109½	109½	25
Central Ohio reorganization 4½s	100	100	100	100	6
Chesapeake & Ohio 4½s	84¼	84¼	83½	83¾	112
Ches. & Ohio 1st, Rich. & Alle. 1st con. 4s	102	102	102	102	1
Ches. & Ohio 1st, Rich. & Alle. 2d con. 4s	94	94	94	94	3
Chesapeake & Ohio consol. 5s	114½	114⅝	114½	114⅝	11
Chicago, Burlington & Quincy deb. 5s	107¼	107½	107¼	107½	8
Chicago, Burlington & Quincy conv. 5s	111	112½	111	112½	69
Chi., Burlington & Quincy, Iowa Div. 4s	100⅝	101½	100½	101½	6
Chicago, Burlington & Quincy, Neb. ext. 4s	98¾	99½	98½	99½	40
Chicago, Burlington & Quincy consol. 7s	115	115¼	115	115¼	8
Chicago Gas Light & Coke 1st 5s	104	104	104	104	2
Chicago & Erie 1st 5s	111½	111½	111½	111½	1
Chicago, Ind. & Louis. ref. 6s	103	103	103	103	1
Chicago, St. Louis & New Orleans 5s	121½	121½	121½	121½	8
Chicago, Milwaukee & St. Paul 1st 6s	132	132	132	132	2
Chicago Terminal Transfer 4s	85¾	86	85¾	86	48
Chicago & Western Indiana gen. 6s	118¾	118¾	118¾	118¾	1
Cleveland, Cincinnati & Indianapolis 1st 7s	103½	103½	103½	103½	5
C., C., C. & St. L., St. Louis Div. 4s	95¼	95⅝	95¼	95⅝	28
Col., Hocking Valley & Tol. 5s, $65 paid	79½	79½	79½	79½	1
Columbus & Ninth Avenue 1st 5s	120¼	120¼	120¼	120¼	4
Denver & Rio Grande Imp. 5s	92	92	91⅞	91⅞	7
Denver & Rio Grande 4s	93	93¼	93	93¼	5
Detroit City Gas 5s	92½	92¾	92¼	92⅝	90
East Tenn., Va. & Ga. con. 5s	109	109¼	109	109¼	4
East Tenn., Va. & Ga. divisional 5s	114	114	114	114	10
Elizabeth, Lexington & Big Sandy 5s	103	103	102¾	102¾	11
Erie 1st extended 5s	112	112½	112	112½	10
Erie prior lien 4s	90¾	91¼	90¼	91¼	68
Erie general lien 3-4s	73½	73¾	73½	73¾	29
Evansville & Terre Haute general 5s	86½	86½	86	86	8
Flint & Pere Marquette 5s	93	93	93	93	4
Forth Worth & Denver City 1st 4-6s	75¼	75¼	74¾	75	64
Fulton Elevated 1st 5s	38	49	38	49	9
Gal., Har. & San An., Mex. & Pac. 5s	94¼	94¾	94¼	94¾	21
Galveston, Houston & Henderson 5s	92	92	92	92	7
Georgia, Carolina & Northern 1st 5s	92	92	92	92	2
Green Bay & Western debenture, B	3½	3½	3½	3½	4½
Houston & Texas Central gen. 4s	81¾	82¼	81¾	82¼	23
Houston & Texas Central 1st 5s	110½	110½	110½	110½	4
Houston, East & West Texas 5s	91	91½	90⅞	91¼	30
Illinois Central 4s, 1953	101⅛	101½	101⅜	101¼	48
Illinois Central 4s, 1952	104	104	104	104	1
Indiana, Decatur & Western 1st 5s	100¼	100¼	100¼	100¼	18
Iowa Central 1st 5s	101	101¼	101	101¼	19
Kansas City, Pitts. & Gulf 1st 5s	68½	70¼	68⅜	70¼	105
Kanawha & Michigan 4s	79	79	79	79	1
Kansas City & Pacific 1st 4s	72	75	72	75	4
Kansas & Texas 1st 4s	89¾	90	89¾	89¾	65
Kansas & Texas 2d g. 4s	63⅞	64½	63⅞	64	126
Kansas & Texas of Texas 5s	83	83	82	83	53
Kings County Elevated 1st 5s	50	59	50	58	94
Knoxville & Ohio 1st 6s	115	115	115	115	2
Laclede Gas Light of St. Louis 1st 5s	105⅛	105⅛	105	105	4
Lake Shore dividend 7s	103½	103½	103½	103½	½
Lake Shore 3½s	104½	104½	104½	104½	3
Lehigh Valley of New York 1st 4½s	102½	102½	102½	102½	2
Lehigh & Wilkesbarre consol 7s assented	101	101	101	101	1
Long Dock 6s	137	137	137	137	10
Louis. & Nash., Nash., Flor. & Shef. 1st 5s	95	95	95	95	2
Louisville & Nashville unified gold 4s	88¼	88¼	88⅛	88⅛	45
Louisville & Nashville general 6s	117¾	118	117¾	118	10
Louisville & Nashville 5s	103¾	104	103¾	104	2
Manhattan consolidated 4s	95	95½	95	95	6
Metropolitan Elevated 1st 6s	116	116	116	116	8
Metropolitan Elevated 2d 6s	102½	102½	102½	102½	1
Metropolitan Street Railway 5s	113½	114	113½	114	73
Mexican International consol. 4s	75½	76½	75½	76	62
Midland of New Jersey 1st 6s	120	120	120	120	2
Milwaukee, Lake Shore & Western 1st 6s	135	135	135	135	5
Missouri, Kansas & Eastern 1st 5s	99⅛	99½	99⅛	99½	5
Missouri Pacific consol. 6s	103	103½	102⅝	103½	129
Missouri Pacific trust 5s	77⅝	78	77⅝	78	19
Mobile & Ohio, Montgomery Div. 5s	99½	100	99½	100	8
Mobile & Ohio general 4s	77½	77½	77½	77½	1½
Morris & Essex 1st 7s	140	140	140	140	5
Nash., Chat. & St. Louis consol. 5s	102½	102½	102½	102½	1
New York Central, Mich. Cent. collat. 3½s	92⅝	94	92⅝	94	171
New York Central, Lake Shore collat. 3½s	94½	95	94½	95	145
New York Central 3½s, registered	104½	104⅞	104½	104⅞	5
New York Central extended 4s	104⅝	104⅝	104⅝	104⅝	1
New York, Chicago & St. Louis 1st 4s	106	106	106	106	8
New York, Lackawanna & Western 1st 6s	136¾	136¾	136¾	136¾	10
New York, Ontario & Western consol. 5s	106¾	106¾	106½	106½	10½
New York, Ontario & Western refdg. 4s	99⅞	99⅞	99⅝	99⅝	4
New York, Susquehanna & Western gen. 5s	92	93½	92	93	127
Norfolk & Western con. 4s	81¾	82	81¼	81¾	126
Northern Pacific general lien 3s	62⅝	63¼	62½	63¼	189
Northern Pacific prior lien 4s	96½	98½	97¾	98	322
Northern Pacific Terminal 1st 5s	110½	110½	110½	110½	1
Northern Railway of California 5s	101½	102½	101½	102½	30
Northwestern gold 7s, coupon	113⅝	113⅝	113⅝	113⅝	12
Northwestern consolidated 7s	142⅝	142⅝	142⅝	142⅝	4
Northwestern sinking fund 6s	118	118	118	118	2
Ohio & Mississippi 2d 7s	120	121¼	120	121¼	25
Ohio & Mississippi 1st 7s, Springfield Div.	104½	104½	104½	104½	2
Omaha & St. Louis 1st 4s	80	80	76	76	3
Oregon Railroad & Navigation 4s	95¾	96¼	95¾	96¼	74
Oregon Railway & Navigation 1st 6s	112¼	112¼	112¼	112¼	10
Oregon Short Line consolidated 5s	105	105	104	104	18
Oregon Short Line Income A	74	74	74	74	1
Oregon Short Line Income B	53	53	53	53	43
Oregon Short Line 6s	126½	126½	126½	126½	2
Pacific Coast 1st 5s	103	103	102¾	103	26
Pacific of Missouri 1st 4s	103¾	103¾	103¾	103¾	2
Pacific of Missouri 2d extended 5s	106½	106½	106½	106½	1
Pennsylvania 4½s, coupon	112½	112½	112½	112½	4
Pennsylvania 4½s, registered	110	110	110	110	3
Peoria & Eastern 1st 4s	78	79	77½	78	21
Pittsburg, Shenango & Lake Erie 1st 5s	107½	107½	107½	107½	11
Pittsburg & Western 4s	87	89¾	87	88	307
Pittsburg & Western 5s	45	48	45	48	35
Reading general 4s	84¾	84¾	82⅞	83	318
Rio Grande Western 1st 4s	88	89½	88	89	46
Rock Island general 4s	103¾	103⅝	103¼	103¼	160
Rock Island 1st 6s, registered	128	128	128	128	5
Rock Island debenture 5s	107½	107½	107⅜	107⅜	3
Rochester & Pittsburg consolidated 6s	123	123	123	123	1
St. Joseph & Grand Island 1st 2-3-4s	78	78	78	78	12
St. Louis & Iron Mountain gen. 5s	95½	97½	95¾	97	248
St. L. & Iron Mt. 5s, guaranteed, stamped	97	97	97	97	5
St. Louis & San Francisco gen 6s	118	118	117¾	117¾	6
St. Louis & San Francisco gen 5s	104	104	103½	104	4
St. Louis & San Francisco 4s	77⅞	78	77⅞	78	34
St. Louis & San Francisco trust 5s	100	100	100	100	3
St. Louis Southwestern 1st 4s	76	76½	76	76½	11
St. Louis Southwestern 2d income 4s	29¾	30	29¾	30	15
St. Paul 1st, Southern Minn. Div. 6s	118	118	118	118	3
St. Paul consolidated 7s	143½	144	143½	144	12
St. Paul 1st, Chi., Pac. & Western 5s	115	115¾	115	115¾	6
St. Paul 1st, Chi. & Mo. River 5s	115½	[illegible]	115½	[illegible]	2
St. Paul general 4s, Series A	104	104½	104	104½	3
St. Paul & Duluth 2d 5s	[illegible]	[illegible]	[illegible]	[illegible]	3
St. P., M. & M., Montana central 6s	127½	127½	127	127½	25
St. P., M. & M., Montana ext. 4s	100	100	[illegible]	[illegible]	2
St. P., M. & M. consol. 6s, reduced to 4½s	[illegible]	107	106½	107	[illegible]
St. Paul, Minneapolis & Manitoba 2d 6s	121¾	121¾	121¾	121¾	25
St. Paul & Sioux City 1st 6s	132	132	132	132	1
San Antonio & Aransas Pass 4s	64½	65	64½	65	145
Scioto Valley & New England 4s	89	89	89	89	10
Southern Pacific of California consol. 5s	98½	98½	98¼	98½	16
Southern Pacific of New Mexico 1st 6s	107¼	108	107¼	108	36
Southern Pacific of Arizona 1st 5s	106½	106½	106½	106½	7
Southern Railway 5s	93¾	93¾	93½	93¾	46
Standard Rope & Twine 6s	69½	70	69½	70	17
Standard Rope & Twine income	15½	15¾	15½	15¾	40
Term. R. R. Ass'n of St. L. con. 5s	109	109	109	109	2
Term. R. R. Ass'n of St. Louis 1st 4½s	110½	110½	110½	110½	3
Texas & New Orleans consol 5s	96½	96¾	96½	96¾	22
Texas & Pacific 1st 5s	105½	106½	105½	106	77
Texas & Pacific 2d inc. 5s	40¾	41	40	40½	495
Toledo & Ohio Central, Western Div. 5s	103	103	103	103	7
Toledo, St. Louis & Kansas City 1st 6s, tr. r.	86	86	86	86	1
Ulster & Delaware 1st 5s	100	100	100	100	1
Union Elevated, Brooklyn, 1st 6s, tr. r.	92½	92½	92	92¼	19
Union Pacific new 4s	97	97⅛	96⅝	96⅞	1,620½
Union Pacific collateral tr. 4½s, tr. receipts	48¼	49	48½	49	13
Union Pacific, Den. & Gulf 1st 5s, t. r.	63	65½	62½	65¼	1,154
United States Leather 6s	114½	114½	114½	114½	2
Wabash 1st 5s	110½	110½	110	110	16
Wabash 2d 5s	86½	86¾	86	86¾	42
West Shore guaranteed 4s	108½	108½	108¼	108½	32
West Shore guaranteed 4s, registered	107¼	107½	107	107½	19
Western New York & Penn. 1st 5s	107½	108	107½	108	6
Western New York & Penn. gen. 3-4s	53½	54	53½	54	15
Western New York & Penn. income 5s	15	15	15	15	9
Western Union collateral trust 5s	109¼	109¼	109¼	109¼	1
Wilkesbarre & Eastern 5s	98	98¾	98	98½	17
Wisconsin Central 1st 5s, trust receipts	42	42	41½	41½	28

Total sales $11,053,000

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending July 9, 1898.

	First.	High.	Low.	Last.	Sales.
United States 4s, 1907, registered	110¾	110¾	110½	110½	8
United States 4s, 1907, coupon	111	111¼	110¾	111¼	20
United States 4s, 1925, coupon	125	125¼	125	125¼	39
United States 5s, coupon	112¾	112¾	112⅝	112⅝	38
District of Columbia 3-65s	116	116	116	116	1

Total sales $106,000

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending July 9, 1898.

	First.	High.	Low.	Last.	Sales.
Louisiana consolidated 4s	102	102	102	102	6
Tennessee settlement 3s	91	91½	91	91½	35
Virginia funded debt 2-3s of 1991	71	71	71	71	28

Total sales $69,000
Grand total $11,228,000

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	110¾	July 9
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 28	111¼	July 9
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	124½	June 17
United States 4s, 1925, coupon	129¾	Jan. 12	117¾	Apr. 19	125¼	July 9
United States 5s, 1904, registered	115	Jan. 12	109¾	May 2	110½	May 6
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 2	112⅝	July 5
United States currency 6s, 1899	104	Jan. 22	102⅝	Apr. 26	102⅝	Apr. 28
District of Columbia 3-65s	116	July 7	115	Mch. 28	116	July 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class C	100	Feb. 28	100	Feb. 28	100	Feb. 28
Louisiana consolidated 4s	103	Jan. 17	100	May 14	102	July 5
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	92½	June 23	87	May 10	91½	July 8
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	71¾	June 21	65	Apr. 22	71	July 7
Virginia deferred 6s, trust receipts	7	June 8	4½	Feb. 15	5	June 9

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.
Alabama, Class A, (small)	107¾	Oct. 9
Alabama, Class B	104¾	July 26
North Car. con. 4s, (small)	100	Oct. 4
Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	167	June 13
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200	May 9
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175¼	June 2
Mechanics & Traders	120	July 9	120	July 9	120	July 9
Merchants'	148½	Jan. 4	146	Mar. 8	146½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135¼	Feb. 15	135	June 4	135	June 9
Park	312	Mar. 23	263	Jan. 28	310	June 20
Republic	157	Mar. 31	155¾	July 6	155¾	July 6
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	102	June 18	102	June 18	102	June 18
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Mar. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.
Broadway	242	Nov. 19
Butchers & Drovers'	95	Nov. 27
Chemical	4300	Feb. 2
Citizens'	132	Nov. 19
East River	140	Nov. 26
Fourth National	195	Nov. 30
Gallatin	310	Aug. 19
Importers & Traders'	535	March 23
Manhattan	230	Nov. 13
Metropolis	475	April 21
New York County	800	March 23
Phenix	100	Dec. 24
Seaboard	170	July 19
Third National	85	March 14

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $8,668,250. The banks now hold $53,345,300 more than the legal requirements. The changes in the averages show an increase in loans of $12,691,500, a decrease of specie of $5,571,500, a decrease in legal tenders of $1,098,400, an increase in deposits of $7,998,900, and a decrease in circulation of $39,400.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	July 9, '98.	July 2, '98.	July 10, '97.
Loans	$[illegible]	$[illegible]	$[illegible]
Specie	180,495,700	186,070,300	90,505,300
Legal tenders	62,362,600	63,462,000	102,776,850
Net deposits	[illegible]	[illegible]	[illegible]
Circulation	14,620,400	14,659,800	[illegible]

The following shows the amount of reserve held above the legal requirements:

	July 9, '98.	July 2, '98.	July 10, '97.
Specie	$180,495,700	$186,070,300	$90,505,300
Legal tenders	62,362,600	63,462,000	102,776,850
Total r's'v's	$242,858,300	$249,532,300	$193,282,050
Reserve required ag'st deposits	189,517,000	187,518,650	151,920,625
Excess of reserve above legal requirements	$[illegible]	$[illegible]	$41,361,375

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,261,575	$43,991,450	$37,183,100
Jan. 15	25,968,775	53,172,525	32,845,550
Jan. 22	31,275,200	57,067,800	37,678,500
Jan. 29	35,609,450	59,148,350	39,623,400
Feb. 5	34,781,625	54,540,050	40,182,425
Feb. 12	32,437,050	51,678,325	36,818,875
Feb. 19	25,636,450	58,665,650	35,627,050
Feb. 26	22,960,825	57,520,975	34,422,150
March 5	[illegible]	55,556,925	23,234,500
March 12	[illegible]	53,868,550	21,448,825
March 19	[illegible]	48,168,975	19,042,675
March 26	[illegible]	48,896,750	18,042,675
April 2	25,730,800	47,698,575	17,005,975
April 9	[illegible]	46,170,050	17,931,250
April 16	37,346,075	[illegible]	18,189,350
April 23	42,526,100	[illegible]	20,678,675
April 30	44,504,675	[illegible]	22,944,275
May 7	43,916,475	[illegible]	20,943,125
May 14	[illegible]	[illegible]	18,577,970
May 21	[illegible]	[illegible]	21,701,500
May 28	[illegible]	[illegible]	[illegible]
June 4	[illegible]	[illegible]	18,486,300
June 11	[illegible]	47,801,475	20,677,050
June 18	[illegible]	[illegible]	19,918,250
June 25	[illegible]	[illegible]	21,917,825
July 2	[illegible]	[illegible]	20,928,250
July 9	[illegible]	41,361,375	[illegible]

The following shows the surplus reserve at this time for a series of years:

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

*Deficit.

Complete Bond Quotation List, New York Stock Exchange, Week Ending July 9, 1898.

	Range for Year 1898.				Last Sale.		Bid.	Ask'd.
	Highest.		Lowest.					
Alabama Midland 1st gtd. g. 5s, 1928	91	Jan 26	91	Jan 26	91	Jan 26	..	..
Ann Arbor 1st g. 4s, 1995	[illegible]	Feb 16	81	Apr [illegible]	[illegible]	July 8	[illegible]	[illegible]
Atch., Top. & S. F. gen. g. 4s, 1995	[illegible]	July 8	[illegible]	Apr [illegible]	[illegible]	July 9	[illegible]	[illegible]
Do., registered	[illegible]	Mar [illegible]	[illegible]	Mar [illegible]	[illegible]	Mar [illegible]	..	..
Do., adjustment g. 4s, 1995	[illegible]	July 9	[illegible]	Mar 12	[illegible]	July 9	[illegible]	[illegible]
Atlantic & Pacific income	½	Jan 7	½	Jan 7	½	Jan 7	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	..	....	..	....	[illegible]	Feb., 96	..	..
Atlantic & Danville 1st g. 5s, 1950	[illegible]	Jun 24	88	Jan 5	[illegible]	June 24	[illegible]	[illegible]
Balt. & Ohio 1st 6s, Park'b Br., 1919	[illegible]	Feb 11	109	Apr [illegible]	[illegible]	July 9	110	111
Do., gold 5s, 1885-1925	[illegible]	July 8	90	Jan [illegible]	[illegible]	July 8	..	..
Do., registered	[illegible]	Jun 17	[illegible]	Jun 17	[illegible]	June 17	[illegible]	[illegible]
Do., eng. certs. of deposit	[illegible]	Jun 27	90	Jan [illegible]	[illegible]	July [illegible]	..	..
Do., do., registered	[illegible]	Jun 27	95	Feb 4	108	July 1	..	..
Do., con. g. 5s, 1988	[illegible]	Jun 27	97	Apr 6	112	July 2	..	..
Do., registered	[illegible]	May 24	108	May 24	[illegible]	May 24	..	..
Do., J. P. M. Co. certs	[illegible]	July 1	97	Apr 6	[illegible]	July 1	..	..
Baltimore Belt 1st g. 5s, int. gtd., 1990	100	Jun 24	84	Jan 11	[illegible]	June 28	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	105½	Oct., 95	..	..
Monong. River 1st gtd. g. 5s, 1919	..	....	..	....	104½	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	100	July 7	99	Jan 27	100	July 7	101	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	..	....	..	....	102½	Nov., 96	..	..
Do., coupon off	..	....	..	....	90	No 1, 97	98	..
Pitts. & Connellsv. 1st g. 4s, 1946	106	Jun 24	105½	Jun 24	106	June 25	101½	105
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	103	Jun 13	98½	Jan 17	102½	July 7	..	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	80	Jun 9, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½	Jun 8	27	Jun 6	27½	June 8	..	..
Do., do., Series B, 2043	9½	Feb 3	8	May 26	9	June 8	..	..
Ohio & Mississippi 2d con. 7s, 1911	121½	July 7	120	July 6	121½	July 7	121	123
Do., 1st Springfield Div. 7s, 1905	107½	Feb 10	102½	May 2	104½	July 6	104	106
Do., 1st gen. 5s, 1932	..	....	..	....	105	April, 92	..	..
Do., 1st consol. 4s, 1947	..	....	..	....	....	.....	103½	105
Brooklyn City 1st consol. 5s, 1941	113	May 27	112	July 1	112	July 1	..	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	93	July 5	79	Apr 8	93	July 9	92½	93½
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	43	Jun 19, 97	..	..
Do., do., 3d installment paid	68	May 24	68	May 24	68	May 24	..	..
Do., all installments paid	86	Jun 27	86	Jun 27	86	June 27	..	..
Sea & B.B. Tr. Co. cts., 1st gtd. g. 5s, 1942	..	....	..	....	70½	De 14, 97	..	..
Union El. Tr. Co. cts., 1st gtd. g. 6s, 1937	92½	July 1	80	Apr 14	92½	July 9	92	92½
Brooklyn Rapid Transit g. 5s, 1945	104	July 5	91	Apr 2	104	July 8	..	..
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106	Feb 25	104½	Jan 18	105½	July 8	105	105¾
Do., consol. gold 6s, 1922	..	....	..	....	....	.....	120	..
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Mar 2	..	..
Do., con. 1st g. 6s, 1922	123	Feb 2	123	Feb 2	123	July 8	120	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	103	Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	104½	Jun 17	106¾	June 28	106	106½
Do., con. 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 23	105½	June 23	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	..	....	..	....	108	De 10, 97	..	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	..	..
Canada South. 1st, int. gtd. 5s, 1908	111½	Jun 28	107¾	Apr 27	108¾	July 7	108½	109
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	109¼	July 7	108¾	..
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	92½	June 30	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 13	114	Mar 25	114½	June 3	..	..
Do., con. g. 5s, 1945	92¼	Jan 22	84¾	Apr 29	87	July 8	..	..
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	39	July 8	..	..
Do., 2d pf. inc. g. 5s, 1945	15¼	Jan 6	11	Apr 11	13	July 8	..	..
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	5	May 26	5	May 26	..	..
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	99	July 6	95¾	Jan 19	99	July 6	..	..
Cent. of New Jersey 1st con. 7s, 1899	104¾	Feb 2	104¾	Jan 4	104¾	June 22	101½	..
Do., 1st conv. 7s, 1902	..	....	..	....	113½	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110½	Feb 15	110½	Feb 15	..	..
Do., gen. g. 5s, 1987	115	Jun 30	109½	Apr 27	112½	July 9	112	113
Do., do., registered	114¾	Feb 14	108¾	Apr 26	109½	July 9	..	..
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	101	July 9	..	..
Do., 5s, 1912	93	Feb 18	90	Jan 5	90	June 28	..	..
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	115	June 23	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	..
Cent. Pac. g 6s, 1898, Speyer certs	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Do., ext. g. 5s, Series A, B, C, D, 1898	103½	Feb 23	103	Feb 18	103	Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	101¾	May 5	101¾	May 5	101¾	May 5	..	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	102½	Jun 17	102½	June 17	..	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	..	..
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	..	..
Western Pacific g. 6s, 1899	104	Jun 29	101	Mar 17	104	June 29	101	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	102½	Feb 3	100	Jan 6	102¼	July 9	..	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	40	Feb 2	40	Feb 2	40	Feb 2	65	75
Ches. & Ohio pur. mon. fund. 6s, 1898	101½	Jan 7	101½	Jan 7	101½	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	118½	Jun 22	118	June 22	..	..
Do., g. 6s, 1911	120¼	Jan 21	115½	Apr 20	119	June 21	..	..
Do., 1st con. g. 5s, 1939	117	Feb 11	111	May 2	114¾	July 9	..	..
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	..	..
Do., gen. g. 4½s, 1992	85	Jun 8	73½	Mar 26	83¾	July 9	83⅜	83⅝
Do., R. & A. Div. 1st con. g. 4s, 1989	105½	Jun 30	99	Apr 25	102	July 6	102	..
Do., do., 2d con. g. 4s, 1989	94	Jan 12	92	Mar 14	94	July 5	92	..
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95	May 24	95½	May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 13	97½	Apr 11	102¾	July 7	..	..
Chi. & Alton sink. fd. g. 6s, 1903	118½	Apr 21	112½	Feb 7	113½	Apr 21	..	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	108	June 15	..	..
Do., 2d 7s, 1900	..	....	..	....	107½	No 18, 97	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104¾	Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110¼	Jan 5	105	Mar 25	106¼	June 2	..	..
Chi., Bur. & Quincy con. 7s, 1903	118	Jun 29	113½	Apr 20	115½	July 8	115½	..
Do., sinking fund 5s, 1901	107	Feb 24	104½	Feb 1	107	Feb 24	..	..
Do., debenture 5s, 1913	109	Feb 7	104½	May 16	107½	July 7	107	107¾
Do., convertible 5s, 1903	112½	July 8	104½	Mar 25	112½	July 8	111	..
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28	..	..
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	101½	July 8	100⅝	101½
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	99¾	June 17	..	..
Do., 4s, 1921	100	Jun 9	99	Jun 15	99	June 15	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100	Jan 14	95	Mar 25	99½	July 9	98	..
Do., do., registered	97¼	Mar 19	97	May 9	97	May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123	Jan 29	119	Mar 9	120	June 11	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	116	May 23	116	May 23	113¾	..
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	..	..
Do., gen. con. 1st 5s, 1937	108½	Jun 10	101¼	Jan 11	108	June 22	..	108
Do., do., registered	106¼	Jun 7	101	Jan 4	106¼	June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	105	May 18	..	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	Jun 10	112	Feb 25	115½	June 10	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	90	Jun 24	80	Mar 12	90	June 24	86½	90
Do., refunding g. 6s, 1947	105	Feb 10	90	Mar 29	108	July 9	..	108
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	143	Feb 10	140	Jan 29	142	May 16	143	..
Do., 1st Iowa & D. 7s, 1899	140½	Mar 17	137½	Jan 8	140½	Mar 28	143	..
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	141	Apr 6	143	..
Chi., Mil. & St. Paul con. 7s, 1905	145½	Jun 28	138	Jan 4	144	July 6	143	..
Do., 1st I. & D. ext. 7s, 1908	143	May 25	139¼	Jan 5	142½	July 1	143	..
Do., 1st Southwest. Div. 6s, 1909	119¾	Jan 19	116	May 13	117½	May 23	116½	..
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114½	Apr 20	118	July 7	117	..
Do., 1st H. & D. Div. 7s, 1910	130¼	Jan 13	128¼	Jun 4	130	June 24	128½	131
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118	Mar 11	117	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½	Jun 28	111	Apr 26	115¼	July 7	115	116
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110¾	May 23	113¾	July 8	109½	111
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½	Feb 11	111	Apr 29	111½	July 1	113½	116
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	114	June 20	..	..
Do., Far. & So. assu. g. 6s, 1924	127¼	Jan 27	127½	Jan 5	127¼	Jan 27	..	..
Do., con. sk. fd. 5s, 1916	..	....	..	....	106½	Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114	Jun 21	109	Apr 7	114	June 21	111	..
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 3	104¼	July 8	104	105
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	120	Mar 15	120	Mar 18	..	120
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	120	June 9	..	121½
Chicago & Northwestern con. 7s, 1915	145	Jan 10	138	May 6	142¾	July 8	..	..
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	113¾	July 7	113¾	..
Do., do., registered	116½	Feb 15	112¼	May 27	113¾	June 29	113⅝	..
Do., sinking fund 6s, 1879-1929	118½	Mar 10	113¾	Jun 2	118	July 6	118	..
Do., do., registered	114	Jun 14	114	Jun 14	114	June 14	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	106¾	June 21	108	110
Do., do., registered	..	....	..	....	109½	De 30, 97	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 28	116½	June 29	116½	118½
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8	..	..
Do., debenture 5s, 1909	110½	Feb 9	107½	May 18	108	July 1	108	110
Do., do., registered	109½	Mar 19	109½	Mar 19	109¼	Mar 19	..	..
Do., debenture 5s, 1921	112	May 11	111	May 9	112	May 11	114½	..
Do., do., registered	117¾	Feb 7	117¾	Feb 7	117¾	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	105½	June 24	105½	107½
Do., registered	108	Jun 10	108	Jun 10	108	June 10	..	..
Do., gen. 3½s, 1987	102	Jun 11	99	May 16	102	June 27	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107¾	May 26	106	Apr 21	107¾	May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102¼	Apr 12	101½	Jan 3	102¼	Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109	Mar 3	109	Mar 3	109	Mar 3	..	..
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	135	July 6	..	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	113½	May 26	113½	June 6	113	..
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 23	130½	..
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	..	..
Do., incomes, 1911	113	Apr 21	112	Apr 26	112	Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	130	Mar 11	132	June 30	127½	..
Do., do., registered	131¼	Jan 29	128	Apr 2	128	July 7	..	..
Do., debenture 5s, 1921	107½	Feb 2	104¾	Mar 25	107½	July 7	..	..
Do., gen. g. 4s, 1988	105¾	Jun 29	102¾	May 7	103¼	July 9	103¼	103½
Do., do., registered	103¾	May 11	103¼	May 11	103¼	May 11	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	[illegible]	Feb 4	[illegible]	Jan 12	90	Feb 14	..	..
Do., 1st 2½s, 1905	[illegible]	Feb 11	[illegible]	Jan 10	[illegible]	Feb [illegible]	..	..
Do., extension 4s, 1905	..	....	..	....	[illegible]	Mr 15, 97	..	..
Keokuk & Des Moines 1st 5s, 1923	[illegible]	Feb 17	[illegible]	Apr 21	[illegible]	June [illegible]	..	..
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	[illegible]	Jan 24	[illegible]	Apr 25	[illegible]	June 29	..	..
Chi., St. P. & M. 1st g. 6s, 1918	[illegible]	Feb 18	[illegible]	May 12	[illegible]	July 7	..	..
St. P. & Sioux City 1st g. 6s, 1919	[illegible]	Jan 28	[illegible]	Apr 18	[illegible]	July [illegible]	..	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	....	..	....	108	Jly 22, 97	..	..
Do., gen. g. 6s, 1932	[illegible]	Feb 17	117½	Apr 1	[illegible]	July 7	..	..
Chicago Term. & Trans. 4s, 1947	[illegible]	Feb 7	79½	Mar 25	86	July 8	85½	..
Chi. & West Mich. Ry 5s, 1921	..	....	..	....	98½	Nov., 96	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 26, 97	..	..
Do., 2d g. 4½s, 1937	..	....	..	....	106½	Mr 12, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111½	Feb 11	107½	May 10	[illegible]	June 28	..	..
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105½	Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	[illegible]	Feb 4	[illegible]	May 8	70	June 10	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	[illegible]	May 13	[illegible]	May 13	[illegible]	June 29	..	..
Do., Cairo Div. 1st g. 4s, 1939	90	Jan 12	[illegible]	Jun 8	[illegible]	Jun 8	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	[illegible]	Feb 14	90¼	May 9	95¾	July 8	94	..
Do., do., registered	[illegible]	Mar 15	90	Mar 24	90	Mar 24	..	..
Spring & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	88½	Jan 13	80	Jun 13	80	June 13	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90	Mar [illegible]	89	Feb 28	90	Apr 12	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	102	Feb 11	98¾	May 17	99½	May 26	..	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	..	....	..	....	107½	Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	79	July 8	70	Mar 14	78	July 8	78	79
Do., income 4s, 1990	19	Jun 21	14	May 7	18½	June 30	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½	Mar 5	102	May 9	103½	July 6	..	..
Do., con. 7s, 1914	137	Jan 17	131½	Jun 4	131½	June 4	..	..
Do., gen. con. g. 6s, 1934	127¾	May 11	127¾	May 11	127¾	May 11	..	..
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	108	May 10	100	Mar 18	108	May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	120½	July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	60	May 5	56	May 26	59½	June [illegible]	..	58
Col., Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	68½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $35 paid	80	Jun 29	70½	Apr 21	79½	July 8	77½	80
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	58	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	126	Jan 15	122	Apr 4	122	Apr 4	..	..
Syra., Bing. & N. Y. 1st 7s, 1906	125¼	Jan 3	125¼	Jan 3	125¼	Mar 2	..	..
Morris & Essex 1st 7s, 1914	144	Jan 4	137½	May 21	140	July 7	..	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	..	..
Do., 7s, 1871-1901	118½	Feb 28	107	Apr 21	110½	June 30	..	..
Do., 1st con. gtd. 7s, 1915	142½	May 26	136	Apr 18	139	June 30	..	..
Do., registered	..	....	..	....	138	July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138½	Jan 20	136½	July 8	136½	July 8	..	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 97	..	..
Warren 2d 7s, 1900	..	....	..	....	112	May, 96	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	143	May 7	143	May 7	143	May 7	..	..
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 25	120½	May 6	123½	June 29	121	..
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	115	June 21	115	..
Do., do., registered	..	....	..	....	116½	Mr 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148¾	Au 18, 97	142	..
Do., do., registered	145	Feb 18	141	May 6	141	May 6	..	..
Den. & Rio Gr. 1st con. g. 4s, 1936	95¾	Feb 2	89	Apr 8	93⅛	July 7	92½	..
Do., 1st g. 7s, 1900	110½	Feb 11	108	Apr 5	108	July 1	..	..
Do., improvement g. 5s, 1928	96	Feb 2	85½	Jan 3	91½	July 9	..	..
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	99¾	June 6	..	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	17½	Jan 12	16¼	Jun 8	16¾	June 16	16½	17½
Duluth & Iron Range 1st 5s, 1937	107¾	Mar 9	104	Jan 8	105¾	July 1	..	105½
Duluth, Red Wing & So. 1st 5s, 1928	92¼	Feb 11	92¼	Feb 11	92¼	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	107	June 8	..	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	112½	July 5	..	..
Do., 2d ext. g. 5s, 1919	117½	Jun 7	116½	May 20	117½	June 7	117	..
Do., 3d ext. g. 4½s, 1923	111½	Jun 8	108	Apr 11	111½	June 27	112	..
Do., 4th ext. g. 5s, 1920	118	Jun 7	113	May 23	117	June 28	116½	..
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	104½	June 8	..	..
Do., 1st con. g. 7s, 1920	147¾	Feb 11	138	May 6	142½	June 21	..	..
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	140	May 27	141	June 25	..	..
Long Dock con. g. 6s, 1935	139	Feb 25	133½	Apr 12	137	July 7	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	133	Jun 6	133	Jun 6	133	June 6	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113	Feb 10	106	May 2	111½	July 7	111	113
N.Y., L.E. & W. 1st cur. 6s, 1918	..	....	..	....	102	Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	93	Feb 7	84¾	Apr 26	91½	July 9	90¾	91
Do., 1st con. gen. lien g. 3-4s, 1996	75	Jun 8	66	Apr 28	73¾	July 9	73½	73¾
N. Y., Sus. & W. 1st refdg. 5s, 1937	108¾	Feb 11	99	Apr 27	108	June 28	..	..
Do., 2d g. 4½s, 1937	91	Feb 4	84¾	Jan 6	90	Mar 8	..	..
Do., gen. g. 5s, 1940	96	Feb 7	83	Apr 23	93	July 8	..	..
Do., terminal 1st g. 5s, 1943	111½	Jan 28	110	Apr 15	110	Apr 29	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101½	Feb 8	93¼	Jan 3	98¼	July 7	..	..
Midland R. of N. J. 1st g. 6s, 1910	121	Jan 4	116	Apr 18	120	July 8	120	122½
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	118	Jun 24	112	May 20	118	June 24	..	..
Do., 1st gen. g. 5s, 1942	86½	May 31	82	Apr 13	86	July 7	..	..
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, 93	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	..	....	..	....	110	Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	78	Feb 14	77½	Feb 16	77½	Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117	Feb 9	110	May 2	114¼	June 8	..	..
Do., 1st con. g. 5s, 1939	95	Feb 3	85	Apr 29	93	July 6	..	92½
Do., Pt. Huron d. 1st g. 5s, 1939	92½	Mar 4	88	Jan 5	91	June 27	..	91
Fla. Cent. & Peninsular 1st g. 5s, 1918	..	....	..	....	103	Au 14, 97	..	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75½	Jun 29	65	Mar 17	75	July 9	..	..
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	59½	Feb 1	54½	Jan 5	59	May 31	57½	60
Gal., H. & H. 1st 5s, 1913	92½	Jun 10	88¾	Jan 26	92	July 9	91½	93
Georgia & Ala. Ry 1st pf. g. 5s, 1945	..	....	..	....	108	Au 11, 97	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	92	Jul 8	92	Jul 8	92	July 8	..	..
Green Bay & West. deb. certs., A	49	Jan 27	40¼	Jun 23	40½	June 27	..	..
Greeen Bay & West. deb. certs., B	6½	Jan 26	3½	July 9	3½	July 9	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	91½	July 8	88	Jun 9	91½	July 9	91	92
Illinois Central 1st g. 4s, 1951	115	Mar 10	113½	Feb 14	115	Mar 10	109	..
Do., do., registered	108½	Jun 2	108½	Jun 2	108½	June 2	109	111
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16	103½	..
Do., registered	102½	Apr 15	101	Apr 24	102½	Apr 15	102½	104½
Do., g. 4s, 1952	104	July 8	100	May 6	104	July 8	103	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15	102	103½
Do., col. tr. 4s, L., N.O. & Tex., 1953	..	....	..	....	..	......	100¾	101½
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	101¼	July 9	..	..
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	105	July 1	..	..
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	121½	July 8	..	..
Do., registered	..	....	..	....	118¼	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	103½	104¼
St.L., A. & T.H. 1st & ter. g. 5s, 1914	..	....	..	....	105	De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	..	....	..	....	115	Ja 22, 96	110½	..
St. Louis South. 1st gtd. g. 4s, 1931	..	....	..	....	90	No 12, 97	90	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	100¼	July 7	..	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	..	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	118	June 10	118¼	122½
Do., 2d g. 5s, 1909	90	Feb 3	78	Mar 23	88	June 29	86	88
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	57½	June 28	..	..
Iowa Central 1st g. 5s, 1938	103½	Feb 19	97	Mar 26	101½	July 9	101	102
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	70¼	July 9	68¼	68¾
Kings Co. El., Ser. A, 1st g. 5s, 1925	59	July 8	40	Apr 28	58	July 8	56	58
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49	July 9	35	Mar 11	49	July 9	49	50
Lake Erie & West. 1st g. 5s, 1937	117¼	Feb 9	115	May 10	116	May 20	113½	..
Do., 2d g. 5s, 1941	104¾	Jun 10	95	Apr 29	104¼	June 22	..	102¼
Northern Ohio 1st gtd. g. 5s, 1945	102	Jun 4	100½	Jan 6	102	June 4	..	..
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28	..	127
Lake Shore Div. 7s, 1899	108½	Feb 11	106	Jan 14	106	Feb 15	103	104¾
Do., con. 1st 7s, 1900	110	Mar 9	107	Apr 5	109	May 25	105½	..
Do., do., registered	109¾	Feb 9	105¼	Jun 30	105¼	June 30	..	..
Do., con. 2d 7s, 1903	120½	Feb 23	115¾	Jun 16	115¾	June 30	115	..
Do., do., registered	119¼	Mar 1	115¾	Jun 16	115¾	June 16	..	..
Do., g. 3½s, 1997	106⅝	Jan 18	102	Apr 7	104½	July 6	..	..
Do., do., registered	106	Feb 21	103	Mar 29	103	Mar 29	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾	Feb 17	99	Apr 29	102½	July 8	..	102¼
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	107	Apr 20	110¾	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½	Mar 22	92½	Mar 22	92½	Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	92	Feb 18	92	Feb 23	..	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	..	....	..	....	99½	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	119½	June 28	119	..
Do., gen. g. 4s, 1938	90	Jun 11	85¼	Jan 12	90	June 23	..	..
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	..	....	..	....	100	My 25, 97	..	..
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	..	....	..	....	103½	June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	36	Jun 10	32	Jan 6	33½	June 21	..	..
Do., gen. g 4s, 1943	..	....	..	....	9½	Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	..	....	..	....	106	No 11, 97	..	..
Do., N. O. & Mobile 1st g. 6s, 1930	124½	May 31	120¾	Jan 6	124½	May 31	121	123
Do., do., 2d g. 6s, 1930	107½	Feb 2	107	Jun 2	107	June 2	..	..
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	113	Mar 29	113¼	June 29	..	..
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	118	July 5	..	..
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24, 97	..	..

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	July 1	105	July 1	105	July 1	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s,1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 8	..	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	88⅛	July 8	87	88
Do., Pens. & Atl. 1st gtd. g. 6s,1921	109	Jan 8	99	Apr 21	105	June 25	..	..
Do., collateral trust g. 5s, 1931	108¾	Feb 24	101½	Apr 6	108	June 8	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	108	May 5	108	May 5	108	May 5	..	..
N., F. & S. 1st gtd. g. 5s, 1937	99	Feb 9	87½	Apr 5	95	July 8	..	..
South & North A. con. gtd. g. 5s,1936	101	Jun 2	94	Feb 5	100½	June 24	..	..
Kentucky Central g. 4s, 1987	91	Feb 14	85	Apr 12	85	Apr 12	..	..
Louis. Railway Co. 1st con. g. 5s,1930	109	Mar 19	103	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	95	July 8	95	95½
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	116	July 6	116	116¾
Do., 2d 6s, 1899	105	Jan 26	101	May 5	102½	July 8	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	114	July 9	..	..
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	119¾	June 27	..	120
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	120¼	July 7	120	121
Lex. Av. & Pav. F. 1st gtd. g. 5s,1993	123¼	Jan 12	117	Mar 12	120	July 1	120	..
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	76½	July 8	70⅝	Feb 10	76	July 9	74	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42⅝	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	97	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	112	June 21	..	..
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	102½	May 25	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22, 97	..	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	107½	July 1	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91¾	Feb 4	82¾	Apr 25	89¾	July 9	89¾	90
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	64	July 9	63½	64½
Do., 1st ext. g. 5s, 1944	83¾	Jan 28	83¾	Jan 28	83¾	Jan 28	..	88
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	85½	Feb 18	80	Mar 12	83	July 9	..	..
Kansas City & Pac. 1st g. 4s, 1990	75	July 9	71	Jan 4	75	July 9	74	76
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo. Kan. & East. 1st gtd. g. 5s, 1942	99½	Feb 14	93½	Apr 1	99½	July 6	99	99½
Missouri Pacific 1st con. g. 6s, 1920	103½	July 7	93	Mar 26	103½	July 9	103	103½
Do., 3d 7s, 1906	110	Jun 14	103½	Apr 26	110	June 14	110	..
Do., trust g. 5s, 1917	79½	Feb 8	65½	Jan 19	78	July 7	77	80
Do., 1st col. g. 5s, 1920	73⅛	Jun 27	60	Apr 28	72	June 30	72	75
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103¾	July 8	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	July 7	108¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	106½	Jun 4	102½	May 5	106¼	June 25	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	106½	June 24	..	..
Do., gen. con. ry & ld. grt.g.5s,1931	97½	July 8	86	Apr 6	97	July 9	96¾	97¼
Do., gen. con. stpd. gtd. g. 5s, 1931	97	July 9	86	Feb 26	97	July 9	96¾	97¼
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	120	June 18	..	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	80½	Feb 5	70	Apr 26	77½	July 8	..	..
Montgomery Div. 1st g. 5s, 1947	100	July 9	97½	May 27	100	July 9	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	131¾	May 24	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	102½	July 6	..	..
Do., 1st 6s, McM., M. W. & Al.,1917	..	....	..	....	105	Mar., 96	113	115
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	109	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	115½	July 1	115½	..
Do., do., registered	118	May 31	113½	Apr 20	115½	June 29	115½	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	110⅝	June 30	110⅝	..
Do., do., registered	111¾	Feb 8	106	Apr 1	109¼	May 17	110⅝	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	110⅝	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	104¼	June 30	104¼	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	104¼	..
Do., deb. certs., ext. g. 4s, 1905	105½	May 31	100½	May 6	104⅝	July 8	104⅝	..
Do., registered	105	Feb 7	104	Mar 26	104⅝	June 30	104⅝	..
Do., gold 3½s, 1997	107	Jun 28	107	Jun 28	107	June 28	104⅝	..
Do., do., registered	104⅞	July 6	104⅞	July 6	104⅞	July 6	104⅝	..
Michigan Cent. col. trust g. 3½s, 1998	94	July 7	91¼	Jun 23	94	July 8	94	94½
Lake Shore col. g. 3½s, 1998	95	Jun 24	94	Jun 23	95	July 9	94⅝	95
Do., registered	95	July 1	95	July 1	95	July 1	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	108¼	July 8	108	108½
Do., registered	110	Feb 7	101½	Apr 26	107½	July 7	107	107½
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	86	No 15, 97	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½	Feb 8	107½	May 25	107½	June 13	..	..
Do., do., registered	109⅛	Jan 27	107⅛	Jun 3	107⅛	June 3	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	123	Jan 24	119½	May 12	121¾	June 14	122½	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107½	Oct 14,97	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	106	July 6	..	..
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	157½	Jun 9	145	Jan 6	157½	June 16	..	..
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16,97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	119	Feb 11	119	Feb 11	119	Feb 11	..	..
Do., 1st 6s, 1905	..	....	..	....	114	My 27,97	..	..
N. Y., Ont. & Wn. con. 1st g. 5s,1939	109	May 31	106	Mar 7	106½	July 9	106¼	106½
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	99⅝	July 8	..	..
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	115	June 21	..	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	128	May 10	124	Jun 8	124	June 8	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	June 27	..	..
Nor. Pac. Ry pr. lien 4s, 1997	98½	Jun 29	90⅛	Apr 21	98	July 9	..	98
Do., registered	97¼	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien g. 3s, 2047	63½	Jan 31	57	Apr 21	63¼	July 9	..	..
Nor. Pac. Terminal Co. 1st g. 6s, 1933	113½	Jun 16	104	Jan 5	110½	July 7	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	..	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	120½	June 10	..	..
Do., New River 1st g. 6s, 1932	118	Mar 17	118	Mar 17	118	Mar 17	108	..
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	105	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	89	July 9	82	Apr 14	89	July 9	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	85	Feb 8	74¾	Apr 21	81¾	July 9	..	..
Ogden. & L. Cham. 1st con.6s,1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	84½	Feb 21	80	Jan 13	83½	June 21	..	..
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs	14¾	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	76	May 6	76	July 8	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	106	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100¼	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49¾	Apr 28	61½	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	116	June 15	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	97	Feb 7	89	Apr 26	96½	July 9	95	..
Oregon Short Line 1st g. 6s, 1922	127½	Jan 29	118	Apr 16	126½	July 6	126	..
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	June 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	107	Jun 25	96	Apr 27	104	July 8	104	105
Do., non-cum. inc. A 5s, 1946	74½	Jun 11	58	Jan 5	74	July 5	74	75
Do., non-cum. inc. B and col. trust	54	Jun 8	39	Jan 4	53	July 9	..	..
Pacific Coast Co. 1st g. 5s,1946	106	Jun 24	102	Jun 23	106	July 9	..	..
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	112½	July 8	..	113
Do., do., registered	110	July 8	110	July 8	110	July 8	..	..
P., C., C. & St.L. gtd. g.4½s,1940,Ser.A	113	Feb 8	109½	May 13	110¼	June 6	..	..
Do., do., Series B, gtd., 1942	113	Jan 21	106	May 6	111	June 28	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 8, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109½	Ap 22, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¾	Jan 25	140	Jan 10	140¾	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	128	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	116½	Jly 8, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 26	107	May 26	..	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	113½	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27,96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115½	Feb 14	115½	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	100½	Mar 8	95	Apr 12	98	May 30	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23, 97	..	..
Do., do., en. Trust Co. certs	96	Feb 15	96	Feb 15	96	June 23	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 23	15	May 19	17	May 23	..	..
Do., do., 1st installment paid	18½	Jun 2	18¼	Jun 2	18½	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	121	..
Do., 2d g. 4½s, 1921	86½	Feb 23	85½	May 23	85½	May 23	..	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	109½	April, [illegible]	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	[illegible]	Mar., [illegible]	..	..
Pitts. & L. E. 2d g. 5s, Ser. A & B, 1928	..	....	..	....	114	Mar., [illegible]	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., [illegible]	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	96½	April, [illegible]	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109	Feb 14	104	Apr 5	107½	July 6	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	98	Jly 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	89½	Jun 29	78½	Apr 25	88	July 9	88	89½
Do., g. 5s, 1891-1941	48	July 8	39	Jun 15	48	July 8	47	50
Reading Co. gen. g. 4s, 1997	87¼	Feb 1	77½	Apr 25	[illegible]	July 9	83¼	[illegible]
Rio Grande West. 1st g. 4s, 1939	90	Jun [illegible]	78½	Apr [illegible]	[illegible]	July 8	..	..
Rio Grande Junc. 1st gtd. g. 5s, 1939	[illegible]	Feb [illegible]	91	Jun [illegible]	[illegible]	June [illegible]	..	..
Rio Grande South. 1st g. 3-4s, 1940	[illegible]	Jun [illegible]	54	Feb [illegible]	[illegible]	June [illegible]	..	..

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80¾	Jun 10	68¼	Apr 29	78	July 5	78	..
St. L. & S. F. 2d g. 6s, Class A,1906	116¼	Feb 15	111	May 2	111	May 5	113¼	114
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	113⅝	June 16	113½	114
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	114	June 24	113½	114
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	117¾	July 6	117	117¾
Do., gen. g. 5s, 1931	106¾	Jun 30	98½	Apr 25	104	July 9	103½	..
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	July 9	98	100
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	79½	Jun 6	69	Apr 26	78	July 9	..	78¾
St. L. & San Fran., S. W. Div. 5s, 1947	96	Feb 15	90	Apr 6	95	June 16	..	..
St. Louis Southwest. 4s, cts., 1989	76¾	Feb 8	70	Apr 26	76½	July 8	..	..
Do., 2d g. 4s, inc. bond cts., 1989	31¾	Jun 7	25	Mar 25	30	July 8	..	..
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	115	120
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	106½	July 8	105	..
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	121¾	July 7	..	..
Do., Dakota exten. g. 6s, 1910	122	Jan 20	118½	Mar 25	120¾	June 16	120½	..
Do., 1st con. g. 6s, 1933	129	Feb 24	128	Jan 5	129	June 7	..	..
Do., do., registered	..	....	..	....	119¾	Sept., 96	..	..
Do., do., reduced to g. 4½s	108¼	Feb 15	105½	May 10	107	July 8	106¾	107
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	100½	Mar 4	94½	Jan 10	99¾	July 6	99½	100
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	127¼	July 8	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	..	108¾
Eastern Minn. Div. 1st g. 5s, 1908	109	Jun 30	105½	Apr 12	109	June 30	..	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23, 97	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s,1931,ass.pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	94¼	June 27	94	94½
Southern Pacific Co.—								
Gal., Harris & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105½	May 17	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	96½	Apr 16	92	Jan 4	94¾	July 8	93	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102	Nov., 94	125	..
Do., 1st g. 5s, interest gtd., 1937	110¾	May 27	107½	May 25	110½	July 8	..	..
Do., con. g. 6s, interest gtd., 1912	110	July 1	105	May 11	110	July 1	..	..
Do., gen. g. 4s, interest gtd., 1921	82½	July 7	76¾	Apr 2	82½	July 7	81	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	66⅝	Jun 29	55½	Apr 25	65	July 9	65	65½
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	98¾	Feb 21	96½	Jan 3	96¾	July 8	95½	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109¼	Jun 28	100¼	Jan 4	106¼	July 6	105½	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110	Jan 24	106¾	May 20	106¾	May 20	107	..
Do., do., 1st con. gtd. g. 5s, 1937	98½	July 6	92½	Jan 6	98½	July 8	97	..
Austin & Northw. 1st gtd. g. 5s, 1941	87¼	Jan 15	82	Apr 21	82½	July 9	81	85
So. Pac. of N. M. 1st g. 6s, 1911	110¼	Jun 28	105½	Jan 5	108	July 9	106	..
Southern Rway 1st con. g. 5s, 1994	96	Jun 6	87	Apr 28	93⅝	July 8	93¼	94
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	100	Feb 16	..	..
Alabama Cent R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	106¼	Mar 16	108	June 13	..	..
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	July 8	..	..
Do., con. 1st g. 5s, 1956	111½	Feb 9	107	Apr 16	109¼	July 9	..	..
Georgia Pac Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	122	June 15	..	..
Knoxville & Ohio 1st g. 6s, 1925	117½	Feb 18	112	Apr 28	117	June 7	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	125¼	June 24	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	..	..
Va. Midland gen. 5s, 1936	107¼	Jun 23	100	Mar 24	107¼	June 27	..	107½
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	..	107½
Wash., Ohio & W. 1st cy. gtd.4s,1924	..	....	..	....	84	Au 10, 97	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	May 9	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	..	....	..	....	..	....	102	103½
Term. Ass. of St. L. 1st g. 4½s, 1939	110½	Feb 19	109	May 18	110½	July 8	..	..
Do., 1st con. g. 5s, 1894-1944	109¼	Jan 12	105½	Apr 14	109	July 5	108¾	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s,1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905	110½	Feb 14	109	Jan 18	110½	June 21	..	..
Do., 1st g. 5s, 2000	106½	July 7	96½	Mar 12	106	July 9	..	..
Do., 2d g. income 5s, 2000	41	Jun 30	28	Jan 4	40½	July 9	40½	41½
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	121½	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	105	June 13	102	104
Do., Western Div. 1st g. 5s, 1935	103½	Jan 7	102½	Jan 3	103	July 6	101	104
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	79	July 8	78	81
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69½	Mar 22	72	May 10	70	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	86	July 5	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100	July 8	..	..
U. P. RR. and ld. grt. g. 4s, 1947	98¾	Jun 27	88½	Apr 21	96⅞	July 9	96¾	96⅞
Do., Tr. Co. cts. g. 4½s, 1918	51	Feb 28	44	Apr 22	49	July 7	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	65½	July 9	48½	Jan 6	65½	July 9	..	..
Wabash Railroad Co. 1st g. 5s, 1939	110½	Jun 24	104½	Mar 12	110	July 6	..	..
Do., 2d g. 5s, 1939	86¾	Jun 29	74½	Mar 24	86¾	July 9	..	..
Do., deb., Series B, 1939	29½	Jan 12	21	Apr 27	27¾	June 28	..	..
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	102½	July 1	..	..
St. L., K.C. & N.St.C.B.1st g. 6s,1908	110	Jan 5	108½	Mar 12	110	June 7	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	103	Apr 25	108	July 6	..	..
Do., gen. g. 3-4s, 1943	55	Feb 7	47¼	Apr 28	54	July 8	..	..
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	15	July 5	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107½	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	90	Mar 18	90	Mar 18	90	May 26	95	100
Do., exten. & imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	..	....	..	....	62½	July, 96	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	84	No 16, 97	..	..
Do., Eng. Trust Co. cts	47½	Jan 18	33½	Jan 3	41½	July 8	..	..
Do., income g. 5s, 1937	7½	Jan 17	5	Jan 14	6½	Jan 19	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	99⅝	Jun 28	98½	Jun 27	99¼	July 8	..	..
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	106½	June 24	106	..
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	85	June 30	..	85
Boston Un. Gas tr. cts., sk.fd.g.5s,1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co 1st con.g.5s,1945	115	Jun 1	109½	Apr 27	114½	July 5	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s,1945	100½	Jan 28	92	Apr 23	93½	July 6	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	110	..
Colorado Coal & Iron 1st con. g.6s,1900	100½	Jan 25	95	Jan 6	99	May 7	100	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101¼	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	108	Feb 2	89	May 20	92½	June 27	..	..
Detroit City Gas 5s	95½	Jun 29	90	May 20	92⅝	July 8	..	..
Edison El. Ill. N. Y. 1st conv. g.5s,1910	112¾	Feb 18	108	Apr 9	111	June 22	..	..
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	117¼	June 10	115	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	118½	Jly 23, 97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	104	Jun 22	98	Apr 26	104	June 22	108	..
Grand River Coal & Coke 1st g.6s,1919	..	....	..	....	95½	Jan 19,97	..	..
Hend'son Bdge Co. 1st sk. fd. g.6s,1931	..	....	..	....	111	Au 23, 97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 23, 97	..	..
Jeff'sn & Clearfd. C. & Ir.1st g.5s,1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g.5s,1919	105¼	Jan 31	100	Apr 18	105	July 8	104	105
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jly 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	85	..
National Starch Mfg. Co. 1st g.6s,1920	108	Jun 8	105	Jan 11	108	June 8	105	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92½	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16, 97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	102	Mar 29	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	115	June 27	..	..
Do., refunding 5s, 1947	..	....	..	....	..	....	108	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s,1937	109½	Jan 24	103	Mar 28	104	July 6	106	107
Con. Gas Chi. 1st gtd. g. 5s, 1936	105½	Feb 19	101	Apr 19	101	Apr 19	..	..
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	108	May 10	106	May 19	106	May 19	108	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106¾	Oct., 96	97	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N. Y. con. g.6s,1923	..	....	..	....	101	Fe 19, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s,1946	71	Jun 25	51	Mar 12	70	July 8	..	70
Do., inc. g. 5s, 1946	17	May 25	11	Mar 23	15¾	July 9	15	16
Tenn. Coal, I. & R.T. Div. 1st g.6s,1917	86	Feb 23	79	May 9	82	May 11	..	..
Do., Birm. Div. 1st con. 6s, 1917	89	Jun 14	79	Mar 25	88¾	June 16	..	90
Cahaba Coal M. Co. 1st gtd.g.6s,1922	..	....	..	....	81	No 6, 96	..	..
De Bardeleben C. & I.Co.gtd.g.6s,1910	83	Jan 26	83	Jan 26	83	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116	Feb 18	111½	May 5	114½	July 6	114	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series B, 5s, 1899-1914	..	....	..	....	..	....	101½	..
Series C, 5s, 1900-1915	..	....	..	....	..	....	[illegible]	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	100½	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1908-1918	..	....	..	....	..	....	100½	..
Western Union deb. 7s, 1875-1900	105½	Feb 25	105½	Feb 25	105½	Feb 25	..	..
Do., do., registered	105½	Jan 14	105	Mar 11	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	108	Sep 30, 97	..	..
Do., collateral trust cur. 5s, 1938	111	Jan 14	108	Apr 21	109¼	July 5	..	..
Mutual Union Tel. sk. fd. 6s, 1911	111	Mar 16	111	Mar 16	111	Mar 16	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	107	Mar., 98	..	..
Western Gas Co. col. trust g. 5s, 1933	101	Mar 16	101	Mar 16	101	Mar 16	..	..

CALENDAR FOR THE WEEK.

Monday, July 11.

Chicago, Rock Island and Pacific Railway—Books open.
Continental Trust Company—Dividend payable.
Denver and Rio Grande Railroad—Books close for dividend on preferred stock.
International Paper Company—Dividend payable on preferred stock.
Louisville Gas Company—Dividend payable.
New York Mutual Gas Light Company—Dividend payable.
Norfolk Southern Railroad—Dividend payable.
Standard Underground Cable Company—Dividend payable.
State Bank—Annual meeting.

Tuesday, July 12.

Continental Trust Company—Books open.
International Paper Company—Books open.
Little Schuylkill Navigation, Railroad and Coal Company—Dividend payable.
New York Mutual Gas Light Company—Books open.
Norfolk Southern Railroad—Books open.
Northern Central Railroad—Dividend payable.

Thursday, July 14.

Lake Shore and Michigan Southern Railroad—Books open.
Mexican Telegraph Company—Dividend payable.
Michigan Central Railroad—Books open.

Friday, July 15.

American Bell Telephone Company—Dividend payable.
American Malting Company—Dividend payable on preferred stock.
American Steel and Wire Company—Books close for dividend on preferred stock.
American Tobacco Company—Books close for dividend on common and preferred stocks.
Baltimore Consolidated Street Railway—Dividend payable.
Boston Electric Light Company—Dividend payable.
Brooklyn City Railroad—Dividend payable.
Burlington, Cedar Rapids and Northern Railroad—Books close.
Canada Southern Railroad—Books open.
Central Railroad of New Jersey—Books close.
Consolidated Ice Company—Dividend payable on preferred stock.
Consolidated Kansas City Smelting and Refining Company—Dividend payable.
Denver and Rio Grande Railroad—Dividend payable on preferred stock.
Edison Electric Illuminating Company of Brooklyn—Dividend payable.
Equitable Gas and Electric Company of Utica—Dividend payable.
Fitchburg Railroad—Dividend payable.
Georgia Railroad and Banking Company—Dividend payable.
H. B. Claflin Company—Dividend payable on common stock.
J. B. Stetson Company—Dividend payable on preferred stock.
Metropolitan Street Railway—Dividend payable.
Mexican Telegraph Company—Books open.
Minneapolis and St. Louis Railroad—Dividend payable on first and second preferred stock.
Mine Hill and Schuylkill Haven Railroad—Dividend payable.
Minnesota Iron Company—Dividend payable.
New Orleans Gas Light Company—Dividend payable.
New York Central and Hudson River Railroad—Dividend payable.
New York and New Jersey Telephone Company—Dividend payable.
New York and Pennsylvania Telegraph and Telephone Company—Dividend payable.
Pacific Coast Company—Books close for dividend on first and second preferred stock
Portland, Saco and Portsmouth Railroad—Dividend payable.
Procter & Gamble Company—Dividend payable on preferred stock.
Rhode Island Perkins Horseshoe Company—Dividend payable on preferred stock.
St. Joseph and Grand Island Railway—Dividend payable on first preferred stock.
United Gas Improvement Company—Dividend payable.
United States Rubber Company—Books close for dividend on preferred stock.
Wells-Fargo Express Company—Dividend payable.
Western Union Telegraph Company—Dividend payable.

Saturday, July 16.

American Bell Telephone Company—Books open.
American Malting Company—Books open.
Edison Electric Illuminating Company of Brooklyn—Books open.
Fitchburg Railroad—Books open.
H. B. Claflin Company—Books open.
J. B. Stetson Company—Books open.
Minneapolis and St. Louis Railroad—Books open.
Minnesota Iron Company—Books open.
New Orleans Gas Light Company—Books open.
New York Central and Hudson River Railroad—Books open.
Northern Central Railroad—Books open.
Procter & Gamble Company—Books open.
Rhode Island Perkins Horseshoe Company—Books open.
St. Joseph and Grand Island Railway—Books open.
United Gas Improvement Company—Books open.
Wells-Fargo Express Company — Books open.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Horn Silver	1.35	1.35	1.25	1.25	300
Phenix	.11	.13	.10	.13	700
Total sales					1,000

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Anaconda	.42	.42	.42	.42	500
Brunswick	.10	.10	.10	.10	300
Con. C. & Va.	.25	.25	.25	.25	50
C. & Cripple C.	.04	.04	.03	.03	2,000
Cripple C. Con.	.10	.10	.09	.09	1,500
Hale & Norcross	.44	.44	.44	.44	100
Iron Silver	.75	.75	.75	.75	100
Leadville	.11	.11	.11	.11	700
Mollie Gibson	.25	.25	.18	.18	1,300
Mount Rosa	.13	.13	.13	.13	700
Pharmacist	.05	.06	.05	.06	1,800
Portland	1.20	1.20	1.20	1.20	100
Potosi	.06	.06	.06	.06	200
Small Hopes	1.15	1.15	1.05	1.05	1,100
Union Con.	.18	.18	.15	.15	900
Utah	.04	.04	.04	.04	1,000
Yellow Jacket	.16	.16	.16	.16	100
Total sales					10,150

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Cop. Rock	.002⅛	.002¼	.002	.002¼	23,000
Gold Mag	.002	.002	.002	.002	22,000
Lagonda	.24⅛	.24⅝	.23½	.24⅝	5,200
Rocky Mt.	.09	.09	.06	.09	2,700
Sentinel	.008½	.01	.005⅝	.007½	69,000
Waldorf	.05	.05	.05	.05	500
Total sales					122,400

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue gen. m. 5s	[illegible]	[illegible]
Atlantic Avenue con. m. 5s	[illegible]	[illegible]
Atlantic Avenue imp. 5s	[illegible]	..
Bleecker St. & F'lton F'y stock	[illegible]	[illegible]
Bleecker St. & F. Ferry 1st 7s	[illegible]	[illegible]
Broadway & Seventh Avenue	[illegible]	[illegible]
Broadway & Seventh Av. 1st	106	110
Broadway & Seventh Av. 2d	111	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	105	107
Brooklyn, Bath & W. E. 5s	85	[illegible]
Brooklyn City R. R. 1st m. 5s	112	114
Brooklyn City Railroad	212	214
B'lyn City & Newtown stock	200	210
B'lyn City & Newtown 1st 5s	112½	117
Brooklyn El., when issued	25½	26¾
Brooklyn El. pf., when issued	59	60
B'klyn, Queens Co. & Sub'n 5s	106	108
Buffalo Crosstown 5s	107	110
Buffalo Street Ry. stock	80	82
Buffalo Street Ry. 1st consols	109	111
Central Cross-Town	250	..
Central Cross-Town 1st 6s	119	..
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s	110	113
Christopher & Tenth Street	154	162
Christopher & Tenth Street 1st	101	104
Citizens' Ry. (Indianapolis) 5s	75	80
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	58	61½
Cleveland Electric con. 5s	103	..
Coney Island & Brook. stock	200	210
Coney Island & B'lyn 1st 5s	103	107
C. I. & B'lyn 5 per cent. ctfs	101	..
Columbus (Ohio) stock	48	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	99	..
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	114	117
D. D., & B'y & B. 5 p. c. scrip	101	103
Eighth Avenue	335	345
Eighth Avenue 6 p. c. scrip	105	109
42d St. & Grand Street	335	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d	90	91
Kings County Elevated	5	7
Kings County incomes	10	13
Louisville St. Ry. com.	84	85
Louisville St. Ry. pref.	94	98
Met. W. S. Elev. (Chi.) 1st 5s	54	55
Nassau Elec. 1st 5s, (B'lyn)	102½	105
New Orleans Traction com.	1½	2¼
New Orleans Traction pf.	7	9
New Orleans Traction notes	..	75
North Shore Traction com.	11	14
North Shore Traction pf.	75	77
Ninth Avenue	183	190
Providence & Pawtucket 1st	107	108
Richmond Traction 5s, 1925	105	106
Rochester Ry.	10	15
Rochester Ry. con. 5s	95	99
Second Avenue stock	170	174
Second Avenue 1st m. 5s	106	110
Second Avenue consol. 5s	114	114½
Scranton Traction	8	10
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	107	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	175	180
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	108
Twin City R. Transit Co. com.	10	20
Twin City R. Transit Co. pf.	90	100
Union Railway 1st 5s	113	114
Union Railway	175	200
West Chicago Street	93¼	93½
West End (Boston)	84½	86
West End (Boston) pf.	103½	105
Worcester Traction common	14	17
Worcester Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	40	41¾
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	155	175
Atlantic	135	140
Bond & Mort. Guar. Co.	190	..
Brooklyn	..	402½
Central	1350	1375
Colonial	192½	197½
Continental	187½	..
Farmers' Loan & Trust	900	950
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	30
Guaranty	425	..
Hamilton	230	235
Kings County	280	..
Knickerbocker	240	..
Lawyers' Surety	100	110
Lawyers' Title Ins.	150	160
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co.	1175	..
N. Y. Security & Trust	365	..
People's	..	256
Produce Exchange	200	202
Real Estate Trust Co.	200	..
State	200	210
Title Guarantee & Trust	277½	282½
Union	1025	1050
U. S. Mortgage & Trust	280	..
United States	1175	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Citizens'	108	112
Commonwealth	106	107
Continental	430	..
Eagle	235	245
Empire City	..	100
Farragut	..	100
German-American	410	450
Germania	230	240
Greenwich	155	..
Hamilton	105	110
Hanover	140	145
Home	190	197
Kings County	167	175
Nassau, Brooklyn	150	..
New York	100	110
Niagara	[illegible]	..
North River	[illegible]	..
Pacific	[illegible]	[illegible]
Peter Cooper	[illegible]	[illegible]
Phenix, Brooklyn	170	175
Rutgers	105	112
Stuyvesant	75	85
United States	110	115
Westchester	[illegible]	..
Williamsburg City	[illegible]	..

Banks.

	Bid.	Asked.
America	350	360
American Exchange	162	168
Astor Place	220	..
Bowery	300	310
Broadway	225	235
Butchers & Drovers'	85	..
Central	180	..
Chase	285	..
Chatham	290	..
Chemical	3800	4000
Citizens'	125	..
City	1000	1200
Colonial	180	..
Columbia	150	..
Commerce	200	204½
Continental	125	130
Corn Exchange	270	280
East River	125	..
Eleventh Ward	225	..
Fifth Avenue	2900	3300
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	125	150
Fourth National	170	180
Fourteenth Street	130	160
Gallatin	300	..
Gansevoort	..	90
Garfield	950	..
German-American	112	117
Germania	365	..
German Exchange	285	..
Greenwich	165	..
Hamilton	105	..
Hanover	335	..
Hide & Leather	85	95
Home	..	155
Hudson River	140	..
Importers & Traders'	465	500
Irving	147½	..
Leather Manufacturers'	170	180
Liberty	135	..
Lincoln	750	800
Manhattan	220	230
Market & Fulton	225	235
Mechanics'	170	180
Mechanics & Traders'	116	..
Mercantile	164	..
Merchants' Exchange	117	..
Merchants'	145	150
Metropolis	400	..
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	220	230
New Amsterdam	250	..
New York	235	240
New York County	800	..
New York National Exchange	..	80
Nineteenth Ward	..	110
Ninth National	90	95
North America	135	..
Oriental	140	..
Pacific	180	185
Park	300	306
People's	200	..
Phenix	90	92½
Plaza	190	..
Produce Exchange	110	117
Republic	150	..
Riverside	180	200
Seaboard	175	..
Second National	450	..
Seventh National	110	120
Shoe & Leather	93	98
Sixth National	250	..
State of New York	102	106
Tradesmen's	97½	..
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	160
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	198½
Beech Creek	95	100
Boston & Providence	275	277
Cayuga & Sus.	198	205
Columbus & Xenia	200	..
Delaware & Bound Brook	169	179
Detroit, Hillsdale & S. W.	99½	..
Erie & Pittsburg	136	140
Fort Wayne & Jackson pf.	126	..
Gold & Stock Tel. Co.	110	..
Kal., Allegan & G. Rapids	143	150
Kan. City, St. L. & C. pf.	130	..
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	300	..
N. Y., Lack. & Western	120	123
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough	135	..
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	255	256
Valley of New York	112	113
Warren	166	170

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co.	39	41½
American Brake	88	91
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	45	55
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	36	38
Atlantic Mu. Ins. scrip, 1897	103	105
American Graphophone	127½	132½
American Graphophone pf.	127½	140
Anderson Tobacco	9	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	60	65
Barney & Smith Car 6s	97	100
Bliss, E. W	85	100
Bliss, E. W., pf.	100	112½
Carter-Crume pf.	[illegible]	..
Celluloid Company	[illegible]	[illegible]
Central & South Amer. Tel.	[illegible]	104½
Ches. & Pot. Tel stock	[illegible]	[illegible]
Ches. & Pot. Tel. 5s	105	108
Chesebrough Mfg. Co.	[illegible]	[illegible]
Claflin (H. B.) 1st pf.	92	97½
Claflin (H. B.) 2d pf.	[illegible]	[illegible]
Commercial Cable	170	180
Consolidated Car Heating	82	88
Consolidated Fireworks com.	..	10
Consolidated Fireworks pf.	27½	..
Cramps' Ship & Eng. Bldg.	74	77
Diamond Match Co.	136	137
Electro-Pneumatic, as. pd.	1¼	1½
Empire & Bay State Tel.	65	75
Eastman Kodak Co	95	100
Erie & Western Trans.	70	90
Electric Vehicle	8	10½
Electric Vehicle pf.	70	80
Glucose Sugar Refining, com.	40½	40¾
Glucose Sugar Refining pf.	102¾	103½
Gorham Mfg. Co., common	..	90
Gorham Mfg. Co. pf.	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	33	38
Hecker-Jones-Jewell M. bonds	80	85
Herring-Hall-Marvin com.	¼	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
International Paper	33	39¾
International Paper pf.	85	87
International Paper 6s	104	107
Iron Steamboat	2½	4½
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	70	75
Lanston Monotype	80	87½
Lorillard pf.	110	113
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	40
Mechanical Rubber com.	8	15
Mechanical Rubber pf.	20	40
Mergenthaler Linotype	180	182
Mich. Pen. Car com.	8	11
Mich. Pen. Car pf.	47	51
Mich. Pen. Car 1st 5s	84	89
Mosler Safe Co. pf.	..	105
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	42½	52½
N. Y. Loan & Imp.	50	..
National Biscuit	30	32
National Biscuit pf.	91	92½
N. Y. Biscuit bonds 6s	114	116
New Jersey Zinc & Iron	100	..
New York Air Brake	40	43½
N. Y. & N. J. Telephone	150	152
Nicaragua Construction	8	11
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Coal	354	356
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	2½	3½
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	225	..
Procter & Gamble pf.	160	165
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	..	50
Safety Car Heating & Light	95	100
Simmons Hardware com.	103	..
Simmons Hardware pf.	116	120
Singer Mfg. Co.	400	425
Standard Oil	438	439
Susquehanna Coal 6s	115	..
Swift & Co.	94	97
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	50	55
Texas & Pacific Coal 1st	102	..
Terminal Warehouse stock	..	10
Terminal Warehouse 1st 6s	..	70
Terminal Warehouse deb. 6s	..	70
Trenton Potteries com.	9	11
Trenton Potteries pf.	38	42
Trow Directory pf	30	33
Union Switch & Signal	64	66
Union Switch & Signal pf.	110	116
Union Typewriter com.	6½	8
Union Typewriter 1st pf.	93	95
Union Typewriter 2d pf.	82	85
U. S. Glass com.	..	26
U. S. Glass pf.	70	90
Wagner Palace Car	165	166
Westinghouse Air Brake	490	..
Wool Exchange of New York	110	120
Worthington Pump	24	27
Worthington Pump pf.	88	92

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	64¼	64½
Baltimore Con. 1st 5s	106½	107½
Bay State Gas inc.	60	70
Buffalo (N. Y.) 1st w. i.	94	94½
Buffalo (N. Y.) stock	24½	25½
Central (N. Y.)	175	..
Central Union Gas bonds	104	105
Central Union Gas con. deb. 5s	108	111
Chicago Consumers' 1st 5s	103	106
Chi. Eq. Gas L. & F. 1st 6s	101	104
Chi. P. Gas & C. 1st 6s	107	110
Chi. P. Gas & C. 2d 6s	106	109
Chi. P. Gas & C. con. 6s	113	116
Chicago P. Gas refunding 5s	105	107½
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s	98	100
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s	98	101
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	73	79
Con. Gas (Jersey City) bonds	100	103¾
Detroit Inc. 5s	94	97
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	114	117
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	89	90¾
Grand Rapids stock	76	79
Grand Rapids bonds	98	100
Ind. Nat. & Ill.	59	63
Indiana Nat. & Ill. 1st 6s	73	76
Indianapolis stock	115	125
Indianapolis 1st 6s	105	107
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s	100	102½
Minneapolis Gas 6s	103½	105
Mutual of New York	340	345
New Amsterdam	32	32¼
New Amsterdam pf.	76¾	77
New Amsterdam 1st 5s	102⅝	102¾
N. Y. & E. R. Gas Co. 1st	112	114
N. Y. & E. R. Gas Co. con.	108	108¼
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	73
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	95
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	139	141
Standard Gas, New York, pf.	153	160
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	88	89
Western Gas Co., Milwaukee	89	89¾
West. Gas Co. bonds, Milw'kee	102	104
Williamsburg 1st 6s	101	103½

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing July 9.		STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898.				Last Sale.	
Bid.	Asked.					Highest.		Lowest.			
180	..	**Albany & Susquehanna**	$3,520,000	July, 1898	3½	*186	Feb. 3	*183	Jan. 4	*188	Feb. 3, 1898
..	..	**American Bank Note**	....	June 30, 1898	1	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
120	140	American Coal	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
25	30	**American District Telegraph**	3,845,000	May 16, 1898	1	24½	June 30	22	May 3	24	July 1, 1898
11	12	Ann Arbor	3,250,000	....	..	15	Feb. 8	11	Apr. 21	11	June 30, 1898
104	108	**Boston Air Line pf.**	1,426,000	July, 1898	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
..	..	Brooklyn Elevated	13,283,600	....	..	..	....	..	....	*7½	Dec. 28, 1897
122	124	Brooklyn Union Gas	15,000,000	June 1, 1898	3	125	Jan. 24	106	Mar. 26	123½	June 28, 1898
28	31	Buff., Roch. & Pittsburg	6,000,000	....	..	30¼	Jan. 6	25	Mar. 12	28½	June 7, 1898
83¾	..	**Canadian Pacific**	65,000,000	Apr. 1, 1898	2½	90½	Jan. 20	72	Apr. 21	*84	June 28, 1898
..	..	Capital Traction	12,000,000	July 1, 1898	75c.	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	....	..	....	20¾	Oct. 13, 1897
160	..	Chicago & Alton	18,764,800	June 1, 1898	1¾	166¼	Feb. 11	*150	Mar. 14	*157½	July 1, 1898
172	..	Chicago & Alton pf.	3,479,500	June 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
56½	58½	Chicago & Eastern Illinois	6,197,800	July 1, 1898	2½	66	June 1	*48	Apr. 25	59	June 25, 1898
106	108	Chicago & East. Illinois pf.	4,830,700	July 1, 1898	1½	113½	Feb. 1	102	Jan. 7	*106¼	June 27, 1898
32	33½	Chicago Great Western pf., A	11,160,000	....	..	36½	Jan. 28	28	Mar. 15	33¼	June 22, 1898
23	24	Chicago Great Western pf., B	7,444,190	....	..	25⅝	Jan. 14	20	Apr. 21	24⅝	June 6, 1898
..	72	Chicago Great Western deb	12,050,500	Jan. 15, 1898	2	..	....	..	....	*75	Dec. 27, 1897
..	..	Chicago Stock Yards	6,500,000	July 1, 1898	4	..	....	..	....	102½	May 22, 1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1, 1898	1½	120	June 4	120	June 4	120	June 4, 1898
40	49	Cleve., Lorain & Wheeling pf.	5,000,000	Oct. 1, 1896	1	50¼	Feb. 5	45	May 2	48¾	June 1, 1898
170	..	Cleveland & Pittsburg	11,243,736	June 1, 1898	1¾	170	June 7	*160½	June 24	*169½	June 24, 1898
1½	2½	Col. Coal & Iron Dev. pf.	500,000	....	..	2½	Jan. 7	2	June 6	2½	June 6, 1898
..	90	Col. Fuel & Iron pf.	20,000	Feb. 20, 1897	4	..	....	..	....	*80	Dec. 14, 1897
..	..	**Colorado Midland**	8,420,200	....	..	*6	June 6	*5	June 6	5¼	June 23, 1898
..	..	Colorado Midland pf.	4,614,800	....	..	*18¼	June 14	14	June 23	16	June 25, 1898
21½	24	Col., Hock. Val. & Tol. pf.	2,500,000	Jan. 2, 1897	2½	27½	Feb. 10	17	Jan. 17	24½	June 17, 1898
170	180	Commercial Cable	10,000,000	July 1, 1898	1¾	..	....	..	....	*162½	May 28, 1897
..	..	Consol. K. C. Smelt. & Ref. pf.	871,325	April 15, 1898	1¾	99½	May 24	99½	May 24	99½	May 24, 1898
40	..	Consolidated Coal	10,250,000	Feb. 1, 1898	2	46	June 27	40	May 17	46	June 27, 1898
12	13½	**Denver & Rio Grande**	38,000,000	....	..	13	Jan. 12	10	Apr. 16	12¼	June 20, 1898
85	..	Des Moines & Ft. Dodge pf.	763,500	Aug. 2, 1897	6	..	....	..	....	*70	Dec. 31, 1897
2½	..	Duluth, South Shore & Atlantic	12,000,000	....	..	..	....	..	....	4½	Sept. 16, 1897
6	8	Duluth, South Shore & Atl. pf.	10,000,000	....	..	7⅝	Feb. 5	5	Apr. 14	6	June 29, 1898
..	60	**Eastern Elevator**	1,000,000	....	..	66	Mar. 11	61¼	May 20	64¼	June 27, 1898
..	..	Edison El. Ill. of Brooklyn	4,000,000	Apr. 15, 1898	1¼	111	Feb. 8	*102½	Apr. 1	106½	June 17, 1898
335	350	Eighth Avenue	1,000,000	July, 1898	3¾	340	June 17	335	June 16	*340	June 30, 1898
..	..	Erie Tel. & Tel.	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
25½	26	Evansville & Terre Haute	4,000,000	August, 1893	7½	28	May 11	*20	Feb. 17	28	June 14, 1898
50	52	Evansville & Terre Haute pf.	1,284,000	Apr. 15, 1897	1	52	June 16	*37	Apr. 13	50	June 30, 1898
..	..	**Flint & Pere Marquette**	8,298,200	....	..	14½	Feb. 14	*9½	Apr. 15	11½	May 14, 1898
..	..	Flint & Pere Marquette pf.	6,500,000	....	..	43	Jan. 28	*27	Mar. 26	*32	June 27, 1898
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898	2	28	Mar. 15	19¼	Jan. 24	*20	May 18, 1898
..	12	Fort Worth & Rio Grande	8,106,100	....	..	16⅝	Jan. 31	10	May 19	11	June 6, 1898
..	..	**General Electric pf.**	4,252,000	July 1, 1893	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel.	5,000,000	July, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
30	40	Green Bay & Western	2,500,000	....	..	*32½	Feb. 24	*30	Jan. 7	*32½	Feb. 24, 1898
..	..	**H. B. Claflin**	8,829,100	April 15, 1898	1½	92½	Feb. 10	*87¾	June 20	*87¾	June 20, 1898
..	..	H. B. Claflin Co. 1st pf.	2,600,300	May 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	May 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
..	..	Harlem	8,646,050	July 1, 1898	2	*320	Jan. 5	*320	Jan. 5	*320	Jan. 5, 1898
52	..	Homestake	12,500,000	June 25, 1898	50c.	50	May 21	43	Apr. 2	*50	June 30, 1898
90	100	**Illinois Central leased line**	10,000,000	July, 1898	2	*94	Feb. 2	*94	Feb. 2	*94	Feb. 18, 1898
9⅛	9½	Iowa Central	8,480,600	....	..	10	June 11	7¼	Mar. 18	9½	June 28, 1898
5½	6½	**Kanawha & Michigan**	9,000,000	....	..	*6¾	Jan. 2	6	Feb. 2	6½	May 24, 1898
..	..	Keely Motor	....	....	..	..	....	..	....	4½	Mar. 9, 1898
4	5	Keokuk & Des Moines	2,600,000	....	..	5½	June 11	*2½	Jan. 26	5½	June 14, 1898
18	19	Keokuk & Des Moines pf.	1,524,600	Jan. 15, 1885	80c.	18½	June 14	*13½	Mar. 19	*17	June 25, 1898
30	35	Keokuk & Western	4,000,000	April 1, 1898	1	34½	Mar. 1	30	June 2	30	June 2, 1898
4¼	9¾	Kingston & Pembroke	4,500,000	....	..	2	May 19	2	May 19	2	May 20, 1898
3	6	**Manhattan Beach**	5,000,000	....	..	5¼	Jan. 24	4	Jan. 20	*5	June 13, 1898
45	52	Maryland Coal pf.	1,876,000	July 1, 1898	2	*53	June 10	45	Mar. 28	*50	June 29, 1898
..	..	Mergenthaler Linotype	10,000,000	June 30, 1898	5	*152	May 31	*140	Mar. 9	*152	May 31, 1898
4¾	5½	Mexican Central	47,841,100	....	..	6¼	Jan. 8	4½	June 15	5½	June 29, 1898
¾	1¼	Mexican National certificates	33,350,000	....	..	1½	May 2	1	Feb. 10	1¼	June 7, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1898	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	June 30, 1898	2	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
28½	29½	Minneapolis & St. Louis	6,000,000	....	..	30⅞	Feb. 15	24	Mar. 11	29	June 29, 1898
89	91	Minneapolis & St. Louis 1st pf.	2,500,000	Jan. 15, 1898	2½	91	June 27	*91	Apr. 11	91	June 27, 1898
59	60½	Minneapolis & St. Louis 2d pf.	4,000,000	Jan. 15, 1898	1½	63	June 8	46	Mar. 26	60½	June 30, 1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7	Jan. 5	6½	Mar. 1	6½	Mar. 11, 1898
16	..	Minn., St. P. & S. Ste. Marie pf.	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
72	74	Minnesota Iron	16,500,000	Apr. 15, 1898	1½	76½	June 29	57	Jan. 20	72½	July 1, 1898
..	..	**Nash., Chat. & St. Louis**	10,000,000	May 1, 1898	1	60	June 1	60	June 1	60	June 1, 1898
70	80	National Starch 1st pf.	3,000,000	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	*65	June 22, 1898
10	20	National Starch 2d pf.	2,500,000	January, 1893	6	30	Jan. 27	15	June 29	15	June 29, 1898
..	..	New Central Coal	5,000,000	....	..	8½	June 24	6¼	Apr. 25	8½	June 24, 1898
67	75	N. Y., Chi. & St. Louis 1st pf.	5,000,000	March 1, 1898	2	76	Jan. 31	*65	May 10	*67	June 28, 1898
..	..	New York Mutual Gas	3,500,000	Jan. 10, 1898	4	..	....	..	....	*350	Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
14	15	**Norfolk & Western**	54,421,200	....	..	17	Feb. 7	11½	Apr. 21	14½	June 29, 1898
..	..	**Omaha & St. Louis**	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
3	5	Ontario Mining	15,000,000	Dec. 31, 1897	75c.	*5	June 17	*3	Mar. 8	*3	June 24, 1898
70	73	Oregon R. R. & Navigation pf.	10,998,500	July 1, 1898	2	74	June 11	65½	Mar. 29	*70	June 29, 1898
28	31	Oregon Short Line	27,435,700	....	..	33⅝	Feb. 17	19⅝	Jan. 3	*28	July 1, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1896	2	..	....	..	....	*95	Sept. 22, 1897
340	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
..	..	Pierre Lorillard pf.	2,000,000	July 1, 1898	2	..	....	..	....	*115	Sept. 29, 1897
170	..	Pitts., Ft. Wayne & Chicago	19,714,285	July 5, 1898	1¾	*172	Apr. 1	*168	Feb. 25	*170	June 27, 1898
1½	2	**Quicksilver**	5,708,700	....	..	2½	Jan. 27	2	Jan. 26	2	May 18, 1898
5	8	Quicksilver pf.	4,291,300	 1891	4¼	6⅝	Jan. 18	5	June 2	6	June 29, 1898
180	..	**Rens. & Saratoga**	10,000,000	July, 1898	4	*185	May 20	*182	Jan. 26	*185	May 20, 1898
80	85	**St. Paul & Duluth pf.**	4,793,123	March 1, 1898	2½	*88	Feb. 15	78	Apr. 2	80	May 12, 1898
152	160	St. Paul & Omaha pf.	12,646,833	Feb. 21, 1898	3½	155	Feb. 28	*148	Jan. 5	152	June 24, 1898
58¾	59½	Silver Bullion certificates	....	....	..	58	June 16	56	May 5	58	June 17, 1898
200	210	Sixth Avenue	2,000,000	July 1, 1898	3¼	..	....	..	....	195	July 19, 1897
..	..	Standard Gas	5,000,000	July 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf.	3,721,100	Dec. 31, 1897	5	*144½	Jan. 3	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	..	....	..	....	10	July 13, 1897
..	..	Texas Central pf.	1,324,500	Jan. 15, 1898	3	..	....	..	....	*40½	Feb. 5, 1897
..	..	Texas Pacific Land Trust	10,370,000	....	..	7⅜	June 8	5	May 27	7½	June 14, 1898
..	20	Toledo & Ohio Central	6,500,000	Nov. 25, 1898	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
..	40	Toledo & Ohio Central pf.	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38¼	Feb. 8	*40	Feb. 10, 1896
..	..	Twin City Rapid Transit	15,010,000	....	..	22½	Feb. 25	19¾	Apr. 14	19⅝	May 26, 1898
..	..	Twin City Rapid Transit pf.	1,137,200	April, 1898	1¾	..	....	..	....	*95	Dec. 23, 1897
..	..	**Union Ferry**	3,000,000	July 1, 1898	1	..	....	..	....	64	July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River	2,223,000	March, 1898	3½	..	....	..	....	165	Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	....	..	....	167	Aug. 24, 1897
..	..	Western Gas	4,000,000	Jan. 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8	Jan. 13	7½	Jan. 5	8	Apr. 18, 1898
3	3	Wisconsin Central pf.	3,000,000	....	..	8	Jan. 17	5	Feb. 5	5	Feb. 5, 1898

*Sales of less than 100 shares.

ILLINOIS CENTRAL.

Continued from Page 1.

ings $3,652,516, surplus, $346,832; in 1870, mileage, 1,008.50; gross earnings, $8,678,958; total net, $3,471,188; surplus, $254,743; 1871, mileage, $1,107.70; gross earnings, $8,401,142; total net, $3,056,282; deficit, $248,507; 1872, mileage, 1,107.70; gross, $8,028,754; net, $2,461,896; deficit, $633,284; 1873, mileage, $1,107.66; gross, $8,268,325; total net, $2,889,742; deficit, $245,625.

In 1874 the mileage was 1,107.66; gross earnings were $7,900,721; total net, $2,885,606; surplus, $196,218; 1875, mileage, 1,107.66; gross, $7,862,556; total net, $2,893,370; deficit, $87,196; 1876, mileage, 1,107.66; gross, $7,040,969; total net, $2,813,596; deficit, $623,195; 1877, mileage, 1,107.66; gross, $8,639,845; total net, $2,954,697; surplus, $911,707; 1878, mileage, 1,256.89; gross, $7,111,184; total net, $2,147,888; surplus, $385,532; 1879, mileage, 1,255.89; gross, $7,224,464; total net, $3,290,494; surplus, $817,206.

Mileage in 1880, 1,320.35; gross earnings, $8,504,812; total net, $3,686,563; surplus, $501,641; 1881, mileage, [illegible]; gross, [illegible]; total net, [illegible]; surplus, $51,181; 1882, mileage, [illegible]; gross, $8,905,512; total net, [illegible]; surplus, $155,874; 1883, mileage, 1,927.80; gross, [illegible]; total net, [illegible]; surplus, [illegible]; 1884, mileage, 1,960; gross, [illegible]; total net, [illegible] [illegible]

surplus, $8,592; 1887, mileage, 2,355.12; gross, $13,546,287; total net, $5,454,851; surplus, $133,575.

In 1888 the mileage was 2,453.84; gross earnings were $13,660,245; total net, $4,798,075; deficit, $272,820; 1889, mileage, 2,874.69; gross, $8,430,830; total net, $2,821,554; surplus, $35,430; 1890, mileage, 2,875.18; gross, $14,448,005; total net, $5,644,105; surplus, $8,810; 1891, mileage, 2,875.18; gross, $17,881,554; total net, $6,318,522; deficit, $111; 1892, mileage, 2,883.44; gross, $19,291,760; total net, $6,196,512; surplus, $14,407; 1893, mileage, 2,888.80; gross, $20,095,190; total net, $7,137,748; surplus, $128,659; 1894, mileage, 2,888.80; gross, $20,657,463; total net, $8,194,498; surplus, $469,275.

The following is a more detailed statement for the years 1895, 1896, and 1897:

Year Ending June 30—	1897.	1896.	1895.
Miles operated	3,130	3,127	2,888
Passenger earnings	$4,214,461	$4,394,771	$3,908,348
Freight earnings	15,162,019	15,028,104	12,821,211
Mail, express, and miscellaneous	2,734,425	2,579,967	2,327,435
Total earnings	$22,110,905	$22,002,842	$19,056,994
Operating expenses	15,735,884	14,962,276	13,265,531
Percentage of op. expenses to gross earnings	71.16	68.00	69.63
Net earnings	$6,375,054	[illegible]	[illegible]
Net receipts from interest, &c.	[illegible]	[illegible]	[illegible]
Miscellaneous	[illegible]	[illegible]	[illegible]
Total receipts	[illegible]	[illegible]	[illegible]
Interest on Illinois Central bonds	[illegible]	[illegible]	[illegible]
Interest on Chi., St. L. & New Orleans bonds	[illegible]	[illegible]	[illegible]
Rental Dubuque & Sioux City Railroad	[illegible]	[illegible]	471,579
Net rental St. Louis, Alton & Terre Haute	[illegible]	[illegible]	....
Dividends on Illinois Central stock	[illegible]	[illegible]	[illegible]
Dividends on leased line stock	[illegible]	[illegible]	400,000
Miscellaneous	[illegible]	[illegible]	[illegible]
Balance, surplus	[illegible]	[illegible]	[illegible]
Total surplus	[illegible]	[illegible]	[illegible]

Yazoo & Mississippi Valley—[illegible] miles.

[illegible]

The percentage of expenses to earnings in 1869 was 67.28, in 1870 67.08, in 1871 67.47, in 1872 73.80, in 1873 55.72, in 1874 51.01, in 1875 51.12, in 1876 54.62, in 1877 47.02, in 1878 43.42, in 1879 41.84, in 1880 56.26, in 1881 53.20, in 1882 57.45, in 1883 53.54, in 1884 54.75, in 1885 52.54, in 1886 52.20, in 1887 58.75, in 1888 65.59, in 1889 62.63, in 1890 66.20, in 1891 71.36, in 1892 72.93, in 1893 71.08, in 1894 69.56, in 1895 69.63, in 1896 68, and in 1897 71.16.

The Dividend Record.

Dividends have been paid continuously in all the years from 1863 down to the present time, but the rate has varied. In the earlier years of the road 4 per cent. was paid, but later the rate was advanced. In 1871, 1872, and 1873 10 per cent. was paid; in 1874, 1875, and 1876, 8 per cent.; in 1877, 4 per cent.; in 1878, 1879, and 1880, 6 per cent.; in 1881 and 1882, 7 per cent.; in 1883, 8 per cent., and 17 per cent. in Chicago, St. Louis and New Orleans stock, exchangeable for leased line certificates; in 1884, 10 per cent.; in 1885, 8 per cent.; in 1886 and 1887, 7 per cent.; in 1888, 6 per cent.; in 1889, 3 per cent.; in 1890, 6 per cent., and since then 5 per cent.

Fluctuations in Stock Price.

The price of Illinois Central scrip stock in January, 1860, was 55¾, from which it advanced to 89½ in September of that year, declining to 55⅛ in April, 1861. From this point there was a recovery to 84⅛ in October, 1862. In the following year it sold at 81½ in January, and advanced to 138 in August, reacting to 115 before the end of December. The full stock was first dealt in in January, 1863, selling at 83½, and rose to 126 in August. Beginning with 1864, the latter replaced the old scrip stock and became prominent by an advance from 112 in January, 1864, to 138 in April, selling down in October to 110½ and making a further decline to 90 in March, 1865. In October of that year, however, it sold at 138¾, reacting to 114 in April, 1866. After a recovery to 129 in October it sold down to 111 in January, 1867.

A sharp upward movement followed, and in July, 1868, the price had advanced to 159. From this high point there was a fall to 138¾ in February, 1869, followed by a recovery to 145 in May and a further decline to 130 in December. In 1870 it advanced to 145½ in February, fell off to 129 in July, and rose to 139½ in January, 1871. Before the end of that year the price had receded to 132 in October, and in January, 1872, made a further fall to 130.

After selling up to 140 in June of that year there was a decline to 119 in November, followed by a rally to 129 in December. From this point there was a steady decline during 1873 until in the panic period it sold at 90 in November, recovering to 108½ by February, 1874. This gain was entirely lost, however, and in September, 1874, the stock was again selling at 90. Slightly better figures were made early in 1875, sales in April being made at 106½, but the advance did not hold, and by October the quotation had fallen to 88½.

Sharp Decline and Recovery.

From this low point there was an advance to 103¾ in March, 1876, but a new low record was made in that year, the price declining almost continuously, until in December it had reached 60⅛. This was not the bottom, however, as sales were made in January, 1877, at 50½, and in April at 40½. These low figures were followed by a recovery to 79 in October, 1877, and after a reaction to 70½ in November the advance was resumed, until in July, 1878, 87 was reached.

A decline to 74 followed in October; then came the great boom of 1879 to 1881, and Illinois Central sold at 146½ in May of the latter year. It went no higher until October, 1882, when sales were made at 150½. There was a reaction to 124 in August, 1883, and a further fall to 110 in June, 1884. In the following month, however, it sold at 130, subsequently reacting to 112 in November. From this point there was an advance until 143½ was reached in February, 1886.

A downward movement in 1887 carried the price to 114 in October, and after a rally to 123½ in August, 1888, there was a further fall to 109 in April, 1889, followed by a recovery to 120 in January, 1890. Then came a sharp decline to 85 in November, 1890, and although the stock again sold above par early in 1891 it fluctuated considerably during that year. The highest point reached in 1892 was 110 in January, while the lowest was 95½ in September.

Values in Panic Times.

In 1893 it touched 104 in January, but was down to 86 in July, and never went above par during the remainder of that year or in 1894. At the beginning of 1895 sales were made at 81½, but there was steady advance thereafter until September, when 106 was reached. A subsequent reaction carried the price to 89 in December, but there was a recovery to 96 in January, 1896. In the August panic of that year, however, it sold at 84½, rallying to 97½ in November. The lowest price in 1897 was 91½, made in April, while the highest was 110¾, in August. After selling at 108½ on Jan. 31 of this year Illinois Central declined to 98 on April 21, and is now quoted within a fraction of 110.

THE MANCHESTER MARKET.

MANCHESTER, July 10.—Last week was decidedly a dull one, with small business in all quarters, and prices [illegible]

High Grade Investment Securities

Suitable for Trustees, Institutions, and Private Investors.

FOR SALE BY

REDMOND, KERR & CO.,

BANKERS AND BOND DEALERS.

MEMBERS NEW YORK STOCK EXCHANGE.

LIST OF CURRENT OFFERINGS SENT UPON APPLICATION.

41 Wall Street, New York.

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ending Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended on Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended July 8, 1898	$8,440,374
Week ended July 9, 1897	12,802,281
From Jan. 1, 1898	228,826,258
From Jan. 1, 1897	297,585,569

Exports of General Merchandise.

Week ended July 5, 1898	$8,897,648
Week ended July 6, 1897	8,407,221
From Jan. 1, 1898	241,860,701
From Jan. 1, 1897	201,866,115

Imports of Gold.

Week ended July 8, 1898	$11,631
Week ended July 9, 1897	37,666
From Jan. 1, 1898	68,949,390
From Jan. 1, 1897	2,952,465

Exports of Gold.

Week ended July 8, 1898	......
Week ended July 9, 1897	$9,302
From Jan. 1, 1898	4,624,089
From Jan. 1, 1897	24,354,422

Net Imports of Gold.

Week ended July 8, 1898	$11,631
From Jan. 1, 1898	11,631
Week ended July 9, 1897	28,364

Net Exports of Gold.

From Jan. 1, 1897	21,401,957

Imports of Silver.

Week ended July 8, 1898	$16,393
Week ended July 9, 1897	49,431
From Jan. 1, 1898	1,343,648
From Jan. 1, 1897	1,448,806

Exports of Silver.

Week ended July 8, 1898	$902,002
Week ended July 9, 1897	872,918
From Jan. 1, 1898	22,652,135
From Jan. 1, 1897	24,581,036

Net Exports of Silver.

Week ended July 8, 1898	$885,609
Week ended July 9, 1897	823,487
From Jan. 1, 1898	21,308,487
From Jan. 1, 1897	23,132,730

Total Imports of Specie.

Week ended July 8, 1898	$28,024
Week ended July 9, 1897	87,097
From Jan. 1, 1898	70,293,047
From Jan. 1, 1897	4,400,771

Total Exports of Specie.

Week ended July 8, 1898	$902,002
Week ended July 9, 1897	882,220
From Jan. 1, 1898	27,286,824
From Jan. 1, 1897	48,935,458

Total Net Imports of Specie.

From Jan. 1, 1898	$43,006,223

Total Net Exports of Specie.

Week ended July 8, 1898	$873,978
Week ended July 9, 1897	795,123
From Jan. 1, 1897	44,534,687

CLEARING HOUSE COMPARISONS.

*Exchanges week ending July 9	$617,814,853
*Balances week ending July 9	44,564,178
Exchanges week ending July 2	826,883,622
Balances week ending July 2	62,660,979
Exchanges week ending June 25	655,289,867
Balances week ending June 25	43,167,523
Exchanges week ending June 18	763,433,231
Balances week ending June 18	47,170,998
Exchanges week ending June 11	747,874,044
Balances week ending June 11	37,216,335
*Exchanges week ending June 4	719,788,431
*Balances week ending June 4	41,451,405
Exchanges week ending May 28	706,878,309
Balances week ending May 28	40,433,231
Exchanges week ending May 21	756,408,491
Balances week ending May 21	44,270,061
Exchanges week ending May 14	819,486,982
Balances week ending May 14	46,850,109
*Exchanges week ending May 7	778,748,624
*Balances week ending May 7	42,742,666
Exchanges week ending April 30	631,653,506
Balances week ending April 30	41,238,796
Exchanges week ending April 23	628,188,250
Balances week ending April 23	35,903,111
Exchanges week ending April 16	630,947,708
Balances week ending April 16	35,834,274
Exchanges week ending April 9	665,828,308
Balances week ending April 9	36,559,229
Exchanges week ending April 2	782,961,674
Balances week ending April 2	58,889,842
Exchanges week ending March 26	611,838,204
Balances week ending March 26	38,966,193
Exchanges week ending March 19	785,675,895
Balances week ending March 19	48,968,653
Exchanges week ending March 12	732,221,310
Balances week ending March 12	39,548,544
Exchanges week ending March 5	904,747,377
Balances week ending March 5	50,181,172
*Exchanges week ending Feb. 26	803,511,568
*Balances week ending Feb. 26	41,639,433
Exchanges week ending Feb. 19	996,600,610
Balances week ending Feb. 19	48,226,399
*Exchanges week ending Feb. 12	725,199,643
*Balances week ending Feb. 12	37,429,764
Exchanges week ending Feb. 5	928,210,938
Balances week ending Feb. 5	54,212,451
Exchanges week ending Jan. 29	825,018,146
Balances week ending Jan. 29	51,576,574
Exchanges week ending Jan. 22	852,827,085
Balances week ending Jan. 22	46,661,532
Exchanges week ending Jan. 15	891,167,281
Balances week ending Jan 15	46,965,003
Exchanges week ending Jan. 8	1,042,897,394
Balances week ending Jan. 8	62,370,869
*Exchanges week ending Dec. 31	739,857,261
*Balances week ending Dec. 31	39,290,991
*Exchanges week ending Dec. 24	629,611,113
*Balances week ending Dec. 24	36,617,401
Exchanges week ending Dec. 18	865,245,517
Balances week ending Dec. 18	55,779,441
Exchanges week ending Dec. 11	783,921,643
Balances week ending Dec. 11	45,229,124
Exchanges week ending Dec. 4	793,330,906
Balances week ending Dec. 4	43,451,912
*Exchanges week ending Nov. 27	652,151,030
*Balances week ending Nov. 27	41,889,376

*Five days.

MONEY AND EXCHANGE.

Money on call loaned at 1@1½ per cent.

Time money, 2½ per cent. for thirty to sixty days, and 3 per cent. for ninety days to four months, and 3½ per cent. for five to six months. Commercial paper rates, 3¼@3¾ per cent. for sixty to ninety days' indorsements, 3½@4 per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England lost £1,431,555 bullion during the week, and the proportion of reserve to liabilities which in the previous week was 48.69, became 46.39 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France lost 1,200,000f gold and 125,000f silver.

Foreign exchange market firm. Posted rates were $4.85 for sixty days and $4.86½ for demand. Actual rates were $4.84½@$4.84¾ for sixty-day bills, $4.85¾@$4.85⅞ for demand, $4.86@$4.86¼ for cable transfers, and $4.83¾ for commercial.

In Continental, Paris francs were quoted at 5.20 for long and 5.18¾ for short, reichsmarks at 94 13-16 and 95 5-16, and guilders at 40 3-16 and 40⅜.

New York exchange was quoted as follows: Chicago—10c discount. Boston—12½@16 2-3c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par; over counter, 50c premium. St. Louis—20c premium.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, July 9, total transactions included 1,053,663 shares of stock, $11,053,000 bonds, with $106,000 Government and $69,000 State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	July 10, 1897	July 9, 1898.		Differences.
R. R. & Misc.	717,011	1,053,663	Inc.	336,652
Banks	3	14	Inc.	11
Mining	20,900	1,000	Dec.	19,900

BONDS.

	July 10, 1897.	July 9, 1898.		Differences.
R. R. & Misc.	$5,953,000	$11,053,000	Inc.	$5,100,000
State	101,000	69,000	Dec.	32,000
Government	33,500	106,000	Inc.	72,500

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Cotton Oil pf.	1½	Louisv. & Nash	1⅝
Am. Sug. Ref. pf.	1¼	Mich. Central	1⅝
Am. Tobacco	2⅞	Mo., Kan. & T. pf.	1⅝
Am. Tobacco pf	8⅞	Nat. Lead pf.	1
Canada Southern	4⅝	N. Y. Central	3½
Chi. & Northwest	3⅝	N. Y. Air Brake	4⅞
Chi., B. & Q.	1⅝	North American	1
C., C., C. & St. L.	1¼	Pennsylvania R. R.	1½
Chi., Mil. & St. P.	1⅝	People's Gas, Chi.	1⅝
Chi. Term. Tr. pf.	2⅝	Rio Grande W. pf.	1
Con. Gas	3¼	St. L. & S. F. 2d pf.	1⅛
Den. & Rio G. pf.	1¼	St. P. & Omaha	6⅝
Detroit Gas	1⅞	St. P., M. & M.	13
Ed. El. Ill. of N. Y.	4⅝	Southern Ry. pf.	1½
Erie 1st pf.	1	Third Avenue	1
Gen. Electric	1	Union Pacific pf.	1⅛
Gt. Northern pf.	4	U. S. Rubber	1
Hawaiian Sugar	1¼	U. S. Rubber pf.	3¼
Ill. Central	3⅞		

Stocks Declined.

Am. Malting	2½	Reading 1st pf.	4¼
Am. Malting pf.	2½	Reading 2d pf.	1
Consol Ice pf.	1	St. J. & G. I. 1st pf.	1½
Lake Shore	2⅝	W. & L. E. pf., $1 ass't pd	1
N. J. Central	3¼		
P., C., C. & St. L.	1		

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

At., T. & S. F. adj.	1⅝	N. Y., S. & W. gen.	1½
B'klyn Rapid Tr. 5s.	1½	North. Ry. of Cal. 5s.	1
B'klyn W. & W. 5s	1⅝	Ore. R. R. & Nav. con. 4s	1¼
C., B. & Q., Iowa Division, 4s.	1	Ore. S. L., Inc. B.	1½
C., St. L. & N. O. 5s.	1½	Pitts., S. & L. E. 1st.	1½
Hous. & Tex. gen. 4s.	1	Pitts. & West. 4s.	1
K. C., P. & G. 1st.	1⅝	Rio Grande West. 4s.	1½
Kings Co. El. 1st.	10	St. Paul & Duluth 2d.	1½
Long Dock 6s.	1	St. L. & I. M. 5s.	1¼
L. & N., N. F. & S. 5s.	1	St. P. & Sioux C. 1st.	1⅝
Mo., K. & T. 2d.	1	Scioto V. & N. E. 4s.	1
Mo. Pac. con.	1¼	U. Pac. coll. tr. 4s, t. r.	1¼
N. Y. Cent., Mich. Cent. 3½s.	1¾	U. P., D. & G. 1st, t. r.	3½

Bonds Declined.

Cent. of Ga. con. 5s.	2½	Omaha & St. L. 4s.	4
Cent. of Ga. 1st pf., inc.	1	Reading general	1¼
Cent. of N. J. gen. 5s.	1	Wis. Central 1st, t. r.	1

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
July 7, 1898	£37,108,052	......
July 8, 1897	36,719,752	......
BANK OF FRANCE.		
July 7, 1898	75,081,617	£49,524,667
July 8, 1897	80,609,698	49,132,089
BANK OF GERMANY.		
July 7, 1898	26,687,000	13,748,000
July 8, 1897	28,397,000	14,628,000
RUSSIA.		
July 7, 1898	111,358,000	4,413,000
July 8, 1897	91,545,000	4,635,000
AUSTRIA-HUNGARY.		
July 7, 1898	34,831,000	12,631,000
July 8, 1897	36,128,000	12,676,000
SPAIN.		
July 7, 1898	9,952,000	4,516,000
July 8, 1897	8,933,000	10,770,000
ITALY.		
July 7, 1898	14,911,000	1,982,000
July 8, 1897	15,243,000	2,157,000
NETHERLANDS.		
July 7, 1898	3,053,000	6,939,000
July 8, 1897	2,630,000	6,991,000
BELGIUM.		
July 7, 1898	2,855,000	1,427,000
July 8, 1897	2,651,833	1,325,667
Total for the week	£315,781,669	£95,180,667
Total preceding week	320,730,575	96,519,628
Corresponding date last year	302,856,783	102,314,756

BULLION STATISTICS.

Silver bullion certificates were quoted on the Stock Exchange at 58¾c@59½c per ounce.

Silver was quoted in London at 27⅛d per ounce, and in New York at 58¾c. Mexican dollars were quoted at 45¼c.

The Mercantile Safe Deposit Company holds 325,030.71 ounces of silver bullion.

VERMILYE & CO.,

BANKERS,

NASSAU AND PINE STREETS, NEW YORK CITY.

27 STATE STREET, BOSTON.

Dealers in U. S. Government Bonds and other Investment Securities.

Deposits Received and Interest Allowed on Balances.

Spencer Trask & Co.,

BANKERS.

Bonds and Stocks Bought and Sold on Commission.

DEALERS IN

Investment Securities.

27 AND 29 PINE ST., NEW YORK.

State and James Sts., Albany.

North American Trust Company

NEW YORK: 100 BROADWAY. LONDON: 95 GRESHAM ST.

Capital paid up....$1,000,000

Surplus............ $200,000

Transacts a general trust business.

Allows liberal rates of interest on deposits and trust funds.

Issues Letters of Credit and Travelers' Circular Notes payable in dollars or in the money of any foreign country.

Acts as Trustee under mortgages for railway and other companies, and as Agent for the Registration of the stock, and for the transfer of the shares of incorporated companies.

Undertakes the examination of properties offered as security for bond issues, and the obtaining of expert information concerning the actual facts and prospects of reorganization proposals.

Qualified and empowered to act as executor, administrator, trustee guardian, and assignee, and as receiver and custodian of funds under orders of Court.

OFFICERS:

W. L. TRENHOLM.........President

SAMUEL M. JARVIS, ROLAND R. CONKLIN. } Vice-Presidents

JAMES DUANE LIVINGSTON...Trust Officer

S. L. CONKLIN..........Secretary

F. C. PREST.......Assistant Secretary

S. R. HARBERT.......London Secretary

E. J. CHAPPELL.......London Treasurer.

DIRECTORS:

Hon. JOHN G. CARLISLE, Former Secretary of the Treasury of the U. S.

ROLAND R. CONKLIN, Vice-President of the North American Trust Co.

S. L. CONKLIN, Secretary of the North American Trust Co.

C. W. DRAKE, Treasurer of the Rio Grande Western R'way Co.

SAMUEL M. JARVIS, Vice-President of the North American Trust Co.

Hon. ADLAI E. STEVENSON, Ex-Vice-President of the United States.

WAGER SWAYNE, Of Messrs. Swayne & Swayne, Counsellors-at-Law.

Hon. W. L. TRENHOLM, Former Comptroller of the Currency of the U. S.

THE BANK OF NEW AMSTERDAM

BROADWAY AND 39TH ST., N. Y.

CAPITAL, $250,000; SURPLUS, $250,000.

FRANK TILFORD, *President.*

R. R. MOORE, *Vice-Pres.* G. J. BAUMANN, *Cashier.*

NATIONAL BANK OF THE REPUBLIC

OF NEW YORK.

Capital and Surplus, $2,000,000.

OLIVER S. CARTER, Pres't.

E. H. PULLEN, Vice Pres't.

CHARLES H. STOUT, Cashier.

W. B. T. KEYSER, Ass't Cashier.

Government AND Municipal Bonds

BOUGHT AND SOLD.

Also First Mortgage Bonds of Established Railways.

APPRAISEMENTS MADE OR QUOTATIONS FURNISHED FOR THE PURCHASE, SALE, OR EXCHANGE OF ABOVE SECURITIES.

LISTS ON APPLICATION.

N. W. HARRIS & CO.,

BANKERS,

NEW YORK—CHICAGO—BOSTON.

31 Nassau St., (Bank of Commerce Bldg.,) N. Y.

A. A. HOUSMAN & CO.,

Bankers and Brokers,

52 EXCHANGE PLACE,

NEW YORK.

Chas. T. Wing & Co.

BONDS,

18 WALL STREET, NEW YORK.

Frank E. Wing, Henry A. Glassford,

Edward N. Gibbs, Special.

The Mercantile Trust Co.

NO. 120 BROADWAY.

Capital and Surplus, $5,000,000

Interest allowed upon Deposits.

OFFICERS:

LOUIS FITZGERALD, President.

JOHN T. TERRY, HENRY B. HYDE, HENRY C. DEMING, } Vice Presidents.

GEO. H. SQUIRE, Treasurer.

ERNEST R. ADEE, Secretary.

CLINTON HUNTER, Assistant Secretary.

WM. C. POILLON, Assistant Treasurer.

DIRECTORS:

Louis Fitzgerald,
John Jacob Astor,
Marcellus Hartley,
Henry B. Hyde,
Eugene Delano,
J. Roosevelt Roosevelt,
Henry G. Marquand,
C. C. Cuyler,
George L. Rives,
John E. Searles,
Edward D. Adams,
J. Hampden Robb,
James W. Alexander,
William H. Slocum,
George Coppell,
John J. McCook,
Oliver Ames,
Chauncey M. Depew,
Clement A. Griscom,
John T. Terry,
George J. Gould,
A. J. Cassatt,
Thomas T. Eckert,
James McCreery,
Rudulph Ellis,
Henry M. Alexander,
James H. Hyde,
Charles H. Godfrey,
John W. Hunter,
James Stokes,
Sidney Dillon Ripley,
Henry C. Deming,
L. C. Weir,
Henry B. Ely.

THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000.

Acts as Trustee, Registrar, Transfer and Fiscal Agent of Corporations, and as Executor, Administrator, Trustee, Guardian, and Committee of Estates. Legal Depository for Court and Trust Funds. Takes full charge of Real and Personal Estates. Interest allowed on deposits.

FRANCIS S. BANGS, President.

W. A. NASH, Vice President.

MAURICE S. DECKER, Secretary.

H. M. FRANCIS, Treasurer.

H. B. BERRY, Trust Officer.

TRUSTEES.

Willis S. Paine,
Henry H. Cook,
Walter S. Johnston,
Joseph N. Hallock,
Edwin A. McAlpin,
Andrew Mills,
William A. Nash,
George Foster Peabody,
J. B. Probst,
Henry Steers,
George W. Quintard,
Forrest H. Parker,
Charles Scribner,
Charles L. Tiffany,
George W. White,
Percival Knauth,
Francis S. Bangs,
Francis Lynde Stetson,
Thomas A. McIntyre,
Edward E. Poor,
Anson G. McCook,
R. A. C. Smith,
Thos. F. Ryan.

METROPOLITAN TRUST COM'Y

OF THE CITY OF NEW YORK.

Capital, $1,000,000 } 37 and 39 Wall St.
Surplus, 1,000,000

Designated by order of the Supreme Court as a legal depository. Will receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations, and accept and execute any legal trust from persons or corporations on as favorable terms as other similar companies:

BRAYTON IVES, *President.*

FREDERICK D. TAPPEN, *Vice President.*

CHAS. M. JESUP, *2d Vice President.*

BEVERLY CHEW, *Secretary.*

RAYMOND J. CHATRY, *Assistant Secretary.*

TRUSTEES:

MORRIS K. JESUP,
DUDLEY OLCOTT,
GEO. A. HARDIN,
EDWARD B. JUDSON,
J. W. ELLIS,
ROBERT HOE,
WILLIAM L. BULL,
RICHARD MORTIMER,
SAMUEL THOMAS,
JOHN E. PARSONS,
JOHN T. TERRY,
BRAYTON IVES,
D. O. MILLS,
FRED'K D. TAPPEN,
C. P. HUNTINGTON,
BRADLEY MARTIN,
HEBER R. BISHOP,
J. HOWARD KING,
HENRY B. PLANT,
WM. H. TILLINGHAST,
GEO. HENRY WARREN,
ROSWELL P. FLOWER,
HAMILTON SMITH,
HALEY FISKE.

ATLANTIC TRUST CO.

39 WILLIAM STREET, NEW YORK.

ESTABLISHED 1887.

Capital . . . $1,000,000

DOES BANKING AND TRUST BUSINESS.
ALLOWS INTEREST. MANAGES ESTATES.
MAKES INVESTMENTS AND COLLECTIONS.

L. V. F. Randolph, Prest. John Alvin Young, Secy.

TRUSTEES:

Joseph H. Chapman,
Wm. Carpender,
Joel Francis Freeman,
Andrew H. Green,
Charles R. Henderson,
John F. Halsted,
Clifford A. Hand,
Wm. B. Isham,
W. R. T. Jones,
Martin Joost,
Lewis Cass Ledyard,
C. D. Leverich,
Leander N. Lovell,
W. H. H. Moore,
Matthias Nicoll,
L. V. F. Randolph,
Anton A. Raven,
John L. Riker,
H. H. Rogers,
Frederick Sturges,
Alfred Wagstaff.

HATCH & FOOTE,

Bankers and Brokers,

Investment Securities, Stocks & Bonds

Bought and Sold on Commission.

No. 3 Nassau & 18 Wall St., N. Y.

Established 1867. Members N. Y. Stock Exchange.